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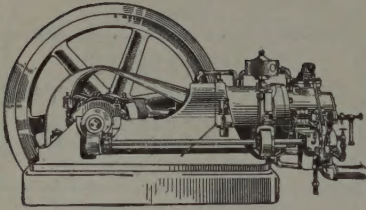
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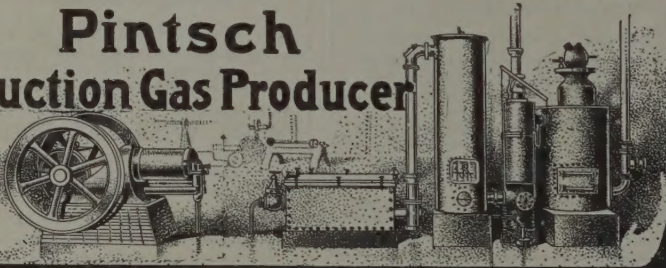
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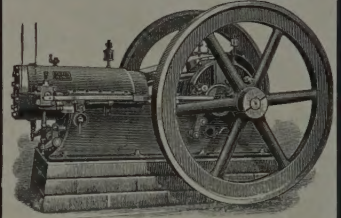
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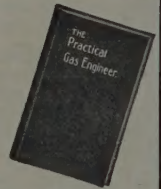
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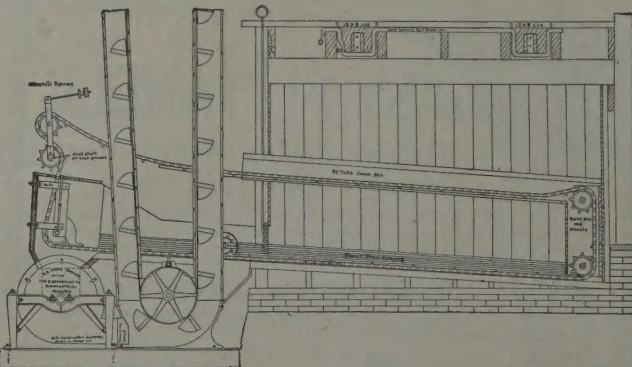
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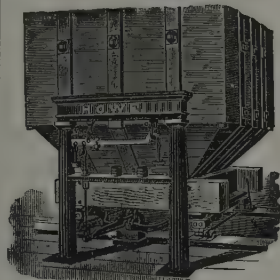
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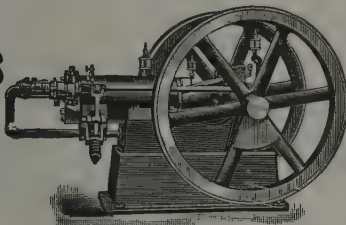


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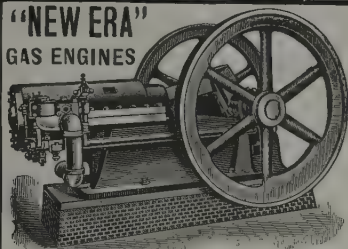
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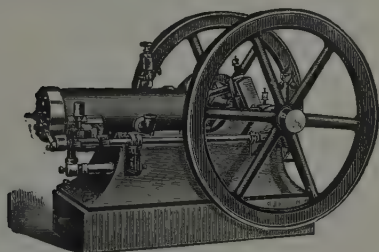


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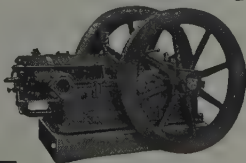
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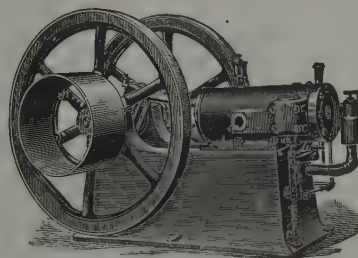
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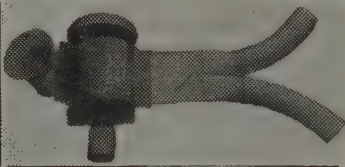
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Very respectfully,
OSBORNE, DILLEN & SELLARS.

That the loaders are entirely satisfactory is shown by the many letters from customers which we are publishing in this space. However, you do not have to take any one else's word for it, as we are glad to send them on trial and you can have one that way if you will write us for it.

MAROA MFG. CO., Maroa, Ill.

COMBINED GRAIN CLEANER and PNEUMATIC CAR LOADER

will clean and load your grain at the same time, the conveying is done by compressed air, cannot possibly crack or mill it. The grain is subjected to a heavy pressure of air every minute you are loading.



Dalton City, Ill., Sept. 18 1906.

MATTOON GRAIN CONVEYOR CO.

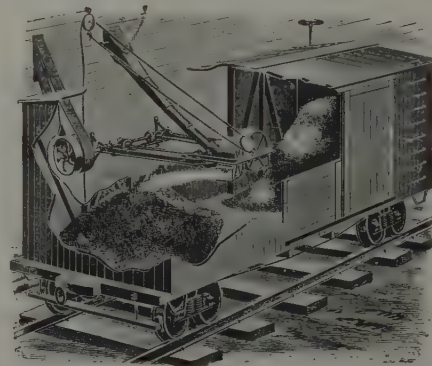
Enclosed please find draft for \$123.35, payment in full on combined Grain Cleaner and Pneumatic Car Loader. We have given your machine a thorough trial on both corn and oats, and find it—entirely satisfactory.

It does not crack or mill the grain, and takes out all chaff and dirt, leaving the grain evenly distributed, and perfectly clean, in the car. You can enter our order for another machine, which we will instruct you later where to ship. Very truly yours, C. A. HIGHT & CO

We warrant the machine to do the work to your satisfaction. For Descriptive Circulars and Prices write

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

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Successor to
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On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each. In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

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Let the Grain Dealers Journal
Want Ads do your work.

They bring quick returns.

THE KENNEDY PATENT CAR LINER

is proving the right thing in preventing loss of grain in transit.

COST \$1.30 PER CAR.

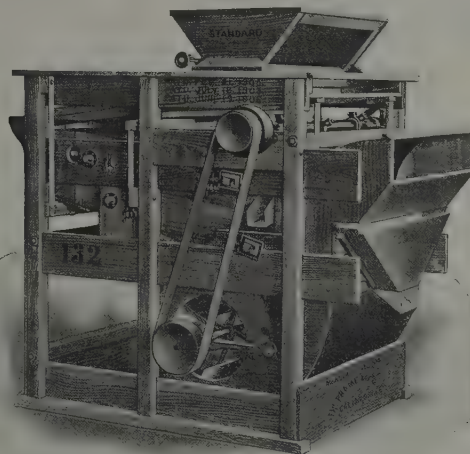
Full description and any other information cheerfully furnished, and your trial orders will be appreciated.

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The STANDARD Grain and Seed Cleaners

Are the result of years of study and experimenting in grain cleaning machinery construction. Get a **Standard** cleaner and you will have a machine that will require little power, do good work and make perfect separations.

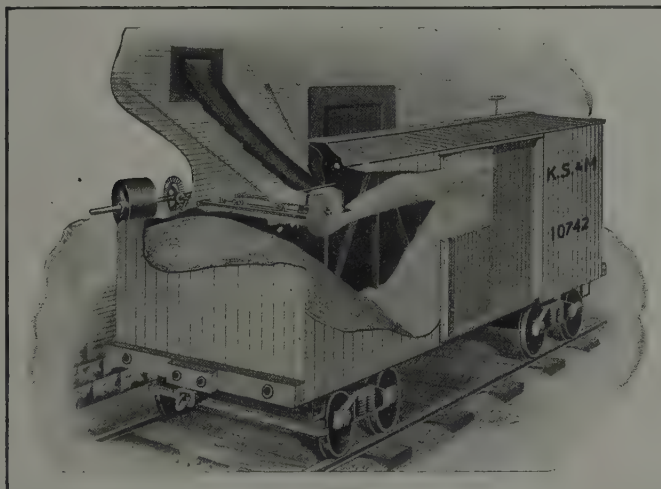


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OUR Automatic Rotary Car Loader is the best on the market. The grain is discharged from both ends at the same time diagonally into the center of the car at a point near the roof, loading the car to its utmost capacity. One man quickly and easily places the loader in position. It requires but 3 H. P. to operate. Capacity from 30 to 50 bushels per minute. Can be used at one or more loading places as desired.

Complete machine, including counter-shaft with tight and loose pulley. **\$55.00**

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Plans, Specifications and Estimates furnished on short notice. Grain Elevator Machinery and Supplies carried in stock ready for immediate delivery.

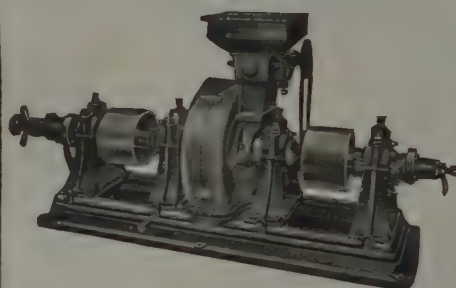
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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To handle this crop to best advantage you will need a Victor Corn Sheller and a Cornwall Corn Cleaner. Both machines are standard and leaders of their class. For efficiency, capacity, strength and durability they have no equal. They possess valuable features possessed by no other shellers and cleaners.

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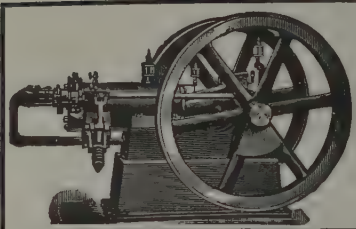
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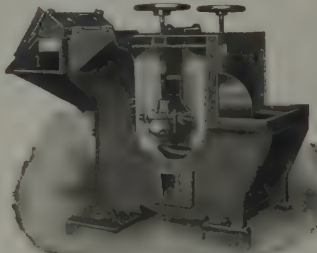
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boot. Either the Boot itself will "choke" or you
must "choke" your business to prevent it. The "le
to say, shut off the feed gate, run the cups half full,
spend your whole time watching them do half duty,
consuming power, and in constant fear, even then,
of a "choke."

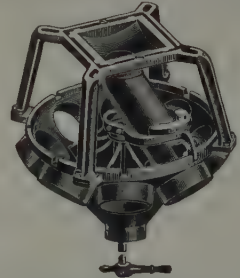


Elevating grain with the ordinary boot is imper-
fect and unsatisfactory and no operator was ever
pleased with it. The **HALL NON-CHOKEABLE BOOT** will
double the amount elevated, being automatic it re-
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Send for Catalogue "D." **HALL DISTRIBUTOR CO.,**
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Mixing different kinds of grain is the greatest
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The **Hall Signaling Distributor** stops this waste.
All Distributors save only this mix grain in
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Would do YOU a great
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If you haven't one of our
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**Why Walk
When You
Can Ride
Without
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We have sold hundreds of
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can be erected in new or old
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**Time, Labor and Money
Savers.**

**They are No Trouble,
Easily Erected, Well
Made and Reliable,
The Best.**

They cost no more and take
one-half the space of a stair-
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Write to-day for more in-
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Your Order

for elevator machinery and supplies
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good goods, prompt shipment, and
above all prices that are in keeping
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Send your bill of material for us to
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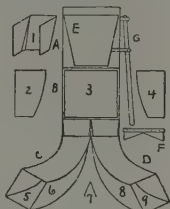
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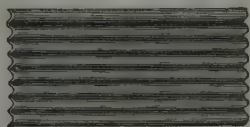
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It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

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Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-notches among Feed Mills

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Carrying everything worth having in this line and having a universal reputation for dependable **QUALITY** and lower-than-most prices

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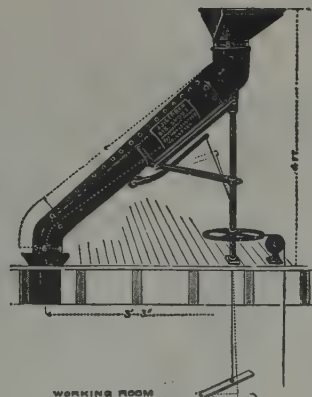
On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

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GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

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Reduce pounds to bushels in car load lots. Oats (32 lbs.), six tables, 20,000 to 80,000 lbs. Corn (56 lbs.), eight tables, 20,000 to 108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to 108,000 lbs. Barley (48 lbs.) six tables 20,000 to 86,000 lbs. The tables are printed in two colors on good paper. Price, Leather binding, \$2.00; Cloth binding, \$1.50.

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A SPECIALTY

ROBINSON'S CIPHER CODE
REVISED EDITION

ELWIN, ILL. Sept 21st.....1904..

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Milwaukee, Wis.

Dear Sir:-

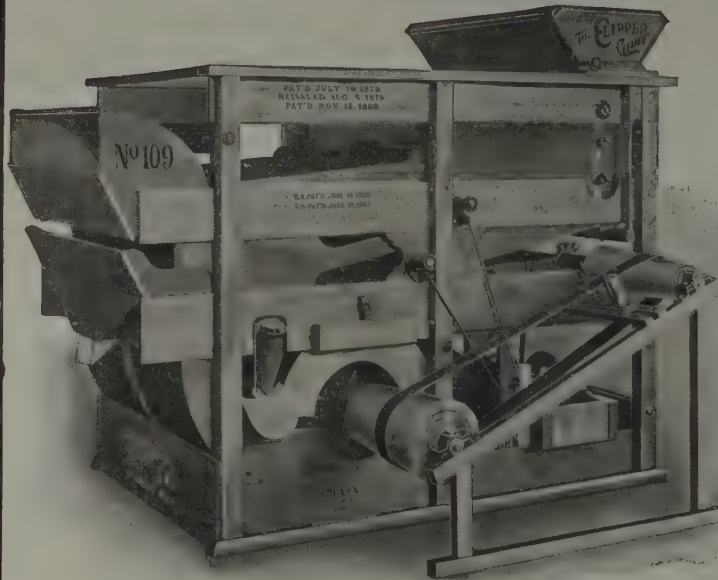
In reply to your favor of the 20th will say, we are well pleased with your grain drier which we bought of you last Winter, and we consider it a valuable addition to our elevator equipment.

Winter shelled corn that went into it cold, damp, clammy, and sour came out dry, sweet and bright without the corn being injured in any way by the drying process.

Yours truly,

F. R. MORRIS, Chamber of Commerce, MILWAUKEE, WIS.

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Is one of the most exacting kinds of work our Cleaners are called upon to do, but they are giving highly satisfactory results along this line. We have received many strong testimonials from prominent Seed Corn Breeders praising the high efficiency found in our machines. Seed corn graded on the Clipper gives accurate results on the Edge Drop Planter.

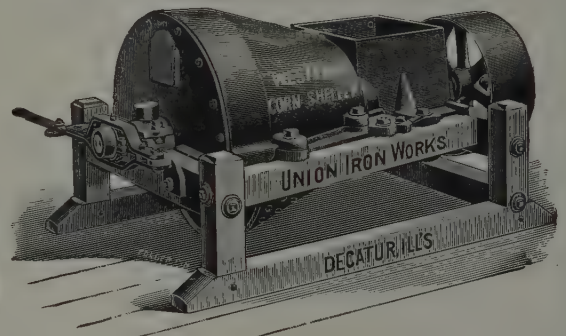
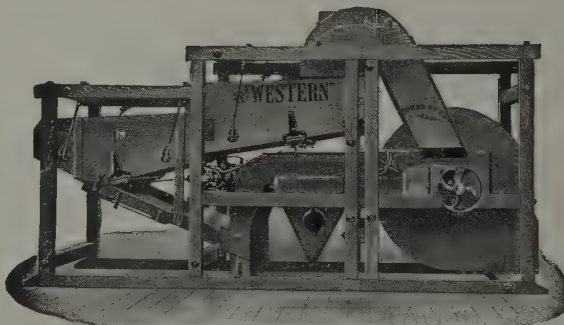
In addition to being a first-class seed corn grader, our machines have no equal for cleaning grain, clovers, timothy, millet, etc., and they will give better results on each particular kind of stock than machines built for a single purpose only. The explanation is simple: We furnish a very complete outfit of screens for the machines and with our "Special Air Controller" we are able to regulate our "vertical blast" to any point between a zephyr and a hurricane. This enables us to practically weigh each separate kernel, and to separate the chaffy stock from the prime.

We would be glad to send printed matter, quote prices and recommend a machine for your use if you will state your requirements.

A. T. FERRELL & CO., Saginaw, W. S. Mich.

"Western" Warehouse Shellers and Cleaners

Manufactured Exclusively by
UNION IRON WORKS
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Elevator Machinery

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Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

Purified Grain

When the work is properly done comes nearer satisfying the demands of the consumer than any other preparation of weather damaged grain.

A Caldwell-Barr Purifying System

Does the work better than has ever been possible. Write us or come and see us, and be convinced.

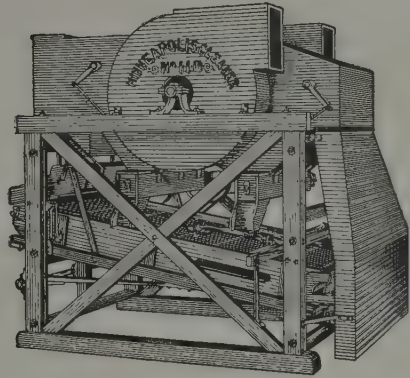
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Combination Cleaner

Grain or Flax

2 MACHINES IN 1



By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

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AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

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Sole Manufacturers

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Winter shelled corn, tough wheat, musty rye, damp buckwheat, hot cotton seed and rice are all put in condition and raised in grade by a few minutes treatment in this machine. Used by the U. S. Department of Agriculture, the largest grain dealers, and the principal grain handling railroads.

The new "Ideal" Hess Drier meets the needs of all who wish to dry a carload or two daily, and embodies all the advantages and money-earning properties of our larger machines. Send for particulars.

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THREE GRAIN ELEVATORS in Ohio; all in first class condition and splendid locations. Address Asa Little, Xenia, O.

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IF YOU WANT to buy an up-to-date elevator cheap, on the Big Four in Ohio, write to C. M. H. Box 9, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO elevator for sale, capacity 50,000 bushels; doing a large grain, flour and feed business. Address Namret, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 25,000 bus. capacity, with hay, coal and implement business for sale. In heart of corn belt central Illinois. Address Bixley, Box 9, Grain Dealers Journal, Chicago, Ill.

SEVERAL MODERN elevators for sale, best equipped and best located in Illinois, on Big Four R. R. (P. & E. Division). Address E. S. M., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business in fine condition, good town in Vermillion Co., Ill. for sale. 40,000 bu. capacity. Doing good business. Address Dnob, Box 9, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS within 50 miles of Chicago in good corn, oats and hay territory; will handle 600,000 bushels of grain. No competition at either station. Address J. M. Maguire, Campus, Ill.

MODERN 20,000-bushel capacity elevator for sale; 12 horsepower gasoline engine; dump scales. Located in eastern Minnesota. on C., M. & St. Paul Ry. Write R. E. Jones Co., Wabasha, Minn.

BEST ELEVATOR of 15,000 bu. capacity in Eastern Kansas for sale. Excellent grain territory. Large profits. Good reason for selling. Will give particulars. Address Red Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business in S. E. Nebraska. on B & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

GOOD PAYING grain business in Wisconsin for sale, have large trade in ground feed, flour and building material. A money making plant and a good business for a live man. Would sell or rent. Address Wisconsin, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cracker-jack, Big 4, Ill. Elevator. Illinois Elevators to trade for farm lands. Tex. lands to trade for elevator or other property. A line of 10 elevators for sale. Write. Be friendly. Treat, trade or travel. List your elevators with me. J. D. McLean, 403 No. Jefferson Ave., Peoria, Ill.

ELEVATORS FOR SALE.

A GOOD STEAM ELEVATOR for sale. Capacity 20,000 bus., 2 dumps. Cement sinks. Track scales. Cleaners. Corn sheller. Grinding rolls. Eltr. buckets 16x7. Located in the Ark. Valley. Address Milliam, Box 9, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

GRAIN ELEVATOR in northwestern Ind. for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—In good repair, 10,000 bu. capacity in town of 2,500 on C. R. I. & P. and C. & N. W. R. R. In east central Iowa. Good surrounding country. Territory large. Chance for young man who wants to hustle. Price right. Must sell at once, account sickness. Address C. W. Cilley, What Cheer, Iowa.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars to Box 3, Freeland Park, Ind.

MY GRAIN, COAL, flour, feed and milling business for sale, also feed and sale barns; on paved streets in town of 5,000 population. On C., R. I & P. and C., M. & St. P. railways, in Southeastern Iowa. Also 9-room residence for sale. Business will bear investigation. Good reasons for selling. Address A. W., Box 7, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR for sale in Ohio. At the junction of two roads and located in the best corn and oats section of the state; capacity 60,000 bus.; could be used as transfer house. A good money maker for the right party. A good opportunity to conduct a coal and building material business in connection. This property will be sold reasonable. Address Jim, Box 5, Grain Dealers Journal, Chicago.

WE ARE going to sell in the next few days, the entire line of I. I. Ry. elevators, Illinois to Hamlet, inclusive, singly or as a line, positively at less than 75c on the dollar to build, \$1,000 to \$8,000 singly. Every house, or the line, at a bargain that will double the price in five years and make good money meanwhile. The flour, feed, buckwheat trade is large, and doubles the grain profit; fine improving territory, 50 sq. miles to the house. If you want to go in the grain business to double your money, wire me for date to select your choice, on and after the 12th inst. John A. Rice, Frankfort, Ind.

ELEVATORS WANTED.

A LINE of good elevators wanted and if you have one for sale, write Buckeye Brokerage Co., Marion, Ohio.

WANTED to lease an elevator and coal yard doing a good business. Address Hoosier, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: For cash or in exchange for good improved farm. Address Pendence, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY: elevator at good point in N. Dak. Prefer point handling at least 75,000 bu. yearly. State full particulars in first letter. Address Lock Box 142, Lansford, No. Dak.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

ELEVATOR WANTED to buy, in Illinois or Indiana. Give full particulars in first letter as to amount of business, competition, etc. Address M. M. J., Box 8, Grain Dealers Journal, Chicago, Ill.

LOCATIONS FOR ELEVATORS

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address—B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors.

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

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No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

No. 36. The same as No. 35, but printed on 80-lb. book paper. Price \$5.00 per copy.

For any of the above, address

Grain Dealers Co.,
10 Pacific Ave. Chicago, Ill.

MILLS FOR SALE.

ROLLER MILL for sale near Columbus, Ohio. Rare opportunity. Would exchange for land in Ohio. Address Asa Little, Xenia, Ohio.

MANITOBA mill and elevator for sale; bargain. Mill 200; elevator 50,000. One hard district. Address Schwalm & Fair, Glenboro, Manitoba.

FLOUR MILL and line of elevators for sale in best wheat country in Southwest. A money-maker and a bargain if taken at once. Address So., Box 6, Grain Dealers Journal, Chicago, Ill.

CUSTOM ROLLER flour and feed mill, water power well located; 25 acres good land, house, 2 barns, and six out buildings, \$4,000, easy terms. O. L. Palmer, 442 East 12th Ave., Columbus, O.

50-BARREL FLOUR, feed and buckwheat mill for sale, located in Northeastern Ohio; recently remodeled and Oscillator system installed. Good feed, coal and fertilizer business goes with the mill. Hulbert & Crane, North Bristol, Ohio.

FEED MILL BARGAIN: A fine new feed and corn meal mill, Allis-Chalmers machinery, 20 horse power gasoline engine, fine business. Located in good northeastern Iowa town. For sale on account of ill health of owner at only \$2,000. Favorable terms. Iowa Mill & Elevator Brokers, Independence, Ia.

MISCELLANEOUS.

JOHN A. RICE, Elevator and Mills-broker, Frankfort, Ind. We have 200 houses to sell and 150 buyers to please.

SITUATIONS WANTED.

POSITION as buyer or second man in country elevator wanted. 4 yrs. experience. Address P. O. Box 397, Souris, N. D.

SITUATION WANTED by man of experience, with good reference, as manager of country grain business. Address J. T. M., P. O. Box 111, Blairstown, Iowa.

SITUATION WANTED as bookkeeper or manager of grain business. Five years experience as manager for firm now handling with grain, coal, lumber and implements. Best of reference. Give me a trial. Sober. Address Oil, Box 7, Grain Dealers Journal, Chicago, Ill.

FRED MULLER, former secretary-treasurer New Orleans Board of Trade, just back from Europe, is open for engagement. Sixteen years commercial activity both in Europe and the United States. Accustomed to manage large affairs. Thoroughly familiar with the export business. Finest references. Hustler. Address % New Orleans Cotton Exchange.

MISCELLANEOUS.

IF YOU WANT to lease we have constant inquiries for this class business. Buckeye Brokerage Co., Marion, Ohio.

IF YOU want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

HELP WANTED.

EXPERIENCED HELP can be obtained quickly by advertising in the HELP WANTED column of the Journal. If you need a manager, bookkeeper or helper, make your want known, and thus secure a competent man.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

MISCELLANEOUS.

WE FIND you a buyer and advertise your property without cost to you if we do not sell it. Buckeye Brokerage Co., Marion, Ohio.

ARMSBY CIPHER CODE WANTED—Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

Hay, Hay, Hay.

We are in the market for hay. Write us promptly, stating what you have to offer, name quantity and describe quality, and we will give you a good bid either delivered Cairo, or F. O. B. your track.

If you want to sell your track, name station at which you wish to load. Wisconsin, Iowa, Minnesota and Michigan shippers, we can name you some prices that will interest you. Let us hear from you by next mail.

Samuel Hastings Co.

Cairo, Ill.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

SECOND HAND or new gasoline engines for sale. Shadegg Eng. Co., 315 S. 3d St., Minneapolis, Minn.

GASOLINE ENGINE, 2 H. P., complete, \$60.00. Sterling Engine Co., 29 S. Clinton Str., Chicago, Ill.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

ONE 10 H.P. LAMMERT & MANN gas engine; practically new. Gubbins, 14th and Western, Chicago, Ill.

FOR SALE one 8 H. P. Frey Sheckler gasoline engine, thoroughly overhauled and in first class condition. Almost new. Address Ed. McLaughlin, Nevada, Ohio.

GASOLINE ENGINE at a bargain, 12 H. P. Fairbanks-Morse, good as new; latest style; need more power. Price, \$300.00. Wm. Bonslett, West McHenry, Ill.

GAS ENGINE for sale, 75 H. P. double cylinder. As good as new. New cylinders, new valves and all wearing parts made new. Price cheap, inquire of the Jay Grain Co., St. Marys, Ohio.

IT PAYS to buy a good engine; assume no risks. We can furnish you new improved Witte engines at figures that suit. Write us for catalogue. Address Witte Iron Works Company, 520 West 5th Street, Kansas City, Mo.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

THE GARDNER one horsepower gasoline engine makes an ideal power for all light purposes. It is very simple and economical in operation and the price is very low. Write for circular. John W. Gardner, 1035 Goodfellow Ave., St. Louis, Mo.

The following list of NEW FIELD GASOLINE ENGINES bought at a forced sale and can offer them at the following reduced net cash prices:

2 3 H.P., with water and oil tanks, pipe and fitting, each.....	\$150.00
3 4 H.P., with water and oil tanks, pipe and fitting, each.....	175.00
4 7 H.P., with water and oil tanks, pipe and fitting, each.....	225.00
2 10 H.P., with water and oil tanks, pipe and fitting, each.....	300.00
2 12 H.P., with water and oil tanks, pipe and fitting, each.....	350.00
3 15 H.P., with water and oil tanks, pipe and fitting, each.....	450.00
2 12 H.P. mounted on steel trucks.	400.00

The above engines equipped with battery and dynamo. Write for catalogue.

ALLEN P. ELY & CO.,
1110 DOUGLAS ST., OMAHA, NEB.

ENGINES FOR SALE.

OTTO GASOLINE engine must be sold at once. 15 H.P. Address C. Jergenson, 1576 No. Francisco Ave., Chicago, Ill.

ENGINES AND BOILERS.

FOR SALE or will trade for larger engine. 1 20 H. P. Automatic engine and 1 20 H. P. Boiler all in good condition. Burrell, 263 LaSalle St., Chicago.

30 H. P. gas engine, and 35 H. P. gasoline engine, in good running order for sale cheap. Also 45 H. P. Atlas Tubular Boiler. Address T. M. Warne, Amboy, Ind.

ENGINES FOR SALE, 40 H. P. Atlas, with boiler and trimmings. 4 20 H. P. Gasoline, good as new. Several 20 H. P. Center cranks. Great bargains for cash. G. W. Alcock, Chanute, Kans.

TWO BOILERS, second hand; in first class condition, with all fixtures complete; 54 inch diameter; length 16 ft.; 36 four inch flues each. At a bargain to quick purchaser. Address D. Rothschild Grain Co., 103d Street & Ft. Wayne Ry., East Side Station, Chicago.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot band wheel; 25 inch face, 6 1/2 bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

MISCELLANEOUS WANTED.

150 ELEVATOR BUCKETS wanted, 7x12; No. 16 G. rubber belt 180 ft. 14 in. 6 ply; pulleys 18x16 and 36x16 dou. bt., cr. fc.; Receiving Separator 1,000 bu. cap. Address Mohnik Bros., Wever, Iowa.

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FOR SALE; 1 second hand to horse Lewis Gasoline engine: 1-120,000 lbs. Fairbanks Standard R. R. Track scales; also good scale timbers. Will sell very cheap. R. J. Riley, Forrest, Ills.

GASOLINE ENGINE 35 H. P., 12 H. P. fire box, boiler and engine and A1 gig saw, all in good running order; also a lot of pulleys, hanger boxes and shafting. Address S. J. Wall, St. Croix Falls, Wisconsin.

FOR SALE.

1 75 H.P. Steam Engine, A-1 condition	\$125.00
1 80 H.P. Steam Boiler, good condition	75.00
1 10 H. P. Steam Engine in good running order.....	35.00
1 No. 1 Invincible Wheat Cleaner..	45.00
1 No. 1 Monitor Wheat Cleaner...	45.00
3 No. 2 Cyclone Dust Collectors, each.....	10.00
2 rack and pinion Belt Tighteners, 12 in.....	10.00
1 9x4 Double Roller Mill (smooth)	45.00

For further particulars address,
M. J. Travis,
Wichita, Kansas.

MACHINES FOR SALE.

WILLFORD 3 ROLLER FEED MILL for sale. Size No. 2. Has only ground 4,000 bus. Bowman Bros., Logan, Kan.

ONE NO. 9 CLIPPER grain cleaning machine for sale; good condition. Mayflower Mills, Fort Wayne, Ind.

FOR SALE cheap, 2 Warner, portable grain car loaders, located in central N. D. on Soo. In A1 condition, new last year. Address J. Box 9, Grain Dealers Journal, Chicago, Ill.

ONE NO. 9 CLIPPING fan for sale; in good condition, complete with belting and hangings. Twenty-two riddles for cleaning all kinds of grain and seed. Address Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

ONE NO. 2 JOLIET dustless cylinder shuck sheller mounted, for sale. Capacity 800 bushels per hour. Only used one season. One mounted Kingsland medium shuck sheller, capacity 600 bushels per hour. Used one season. Prairie Milling Co., Montgomery City, Mo.

ONE MONARCH ATTRITION MILL at a bargain. Attrition size 12 inches. Machine is perfect; has only been used one day. Is too small for us. Will take \$125.00 f. o. b. Little Rock. Address—Brook-Rauch Mill & Elevator Co., Little Rock, Ark.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

MISCELLANEOUS FOR SALE.

GRAIN TESTERS.

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE, 1 No. 2 1/2 Western roller cleaner; 1 No. 2 1/2 Western sheller; 170 feet of elevator belt 5 ply, with 7x12 in. buckets attached. Apply to Moberley & Co., Windsor, Ill.

FIRE PROTECTION is insured if you have a "Perfection" Fire Extinguisher; inexpensive, safe and reliable. Only one make. Edw. E. McMorran & Co., 15 N. Clinton St., Chicago.

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co. Grand Av. & Rockwood St., Chicago.

SEEDS FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

CLOVER SEED. If you want to buy, ask for samples and prices on medium—Mammoth and Alsike—only native home grown seeds. O. Gandy & Co., So. Whitley, Ind.

SEEDS. We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICK-EN FEED GRAIN, Etc. WRITE US. DO IT NOW. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders Goshen Milling Co., Goshen, Ind.

KAFFIRCORN AND chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

MAMMOTH AND MEDIUM clover and timothy seed wanted.. Inquire of Walter G. Trumpler, Tiffin, Ohio.

WANTED—One car each, white Kafir corn and Early Fortune millet. Ogemaw Grain & Seed Co., West Branch, Michigan.

CLOVERS AND TIMOTHY seed wanted. Mail samples and quote C. L. & L. C. L. f. o. b. here. H. W. Buckbee, Rockford, Ill.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

FERRETS FOR SALE. Perfect workers. 48-page book that tells about these animals that exterminate rats sent for 6 cents. Circular price list free. Samuel Farnsworth, Middletown, Ohio.

MISCELLANEOUS FOR SALE

BARGAINS.

1 rotary corn cleaner.
1 No. 3 western sheller.
1 iron head pulley, 40 in., face 14 in.
85 steel buckets, 6x11.
Will sell these very cheap. Address M. W. Cardwell, Overbrook, Kan.

GRAIN WANTED.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

WE WANT CARS or mixed cars No. 2 grades Kaffir corn, Milo maize, Jerusalem corn, Hungarian, Millets, Wheat Screenings, Canes, Buckwheat, etc. Mail samples, quote f. o. b. here. H. W. Buckbee, Rockford, Ill.

BUCKWHEAT GRAIN wanted. We want to buy 20,000 bushels of buckwheat grain, in car lots or less, and we also pay the highest cash price. Address Yoskin Bros., 315 South Phillip St., Philadelphia, Pa.

WANT ANY PART of 10 cars per week; oat clippings and general elevator clippings. Quote prices delivered New Orleans. Bulk. Also want quotations on bulk and sacked; mixed oats, white oats, white, yellow and mixed corn; wheat bran; corn chops, feed meal; corn meal, hay and wheat. Thos. J. Clark, Broker, New Orleans, La.

THE
Bennett Commission Co.
WICHITA, KANSAS
Buy and Sell Kaffir Corn



THEY CAN'T RIP

That's a strong statement—but it's the truth. The quality is there. That's the only reason, but it's a good one. The best one we know. A postal gets all the particulars.

MILWAUKEE BAG CO.

MILWAUKEE, WIS.

POPCORN WANTED.

POP CORN WANTED. Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

BRAN WANTED.

BRAN WANTED; shorts, flour midlings; also hay and potatoes. Address Union Mill Co., Springfield, Ill.

STRAW WANTED.

FIVE OR TEN cars straight rye straw wanted, one or two for prompt shipment. American Hay & Grain Co., Marietta, Ohio.

HAY WANTED.

NO. 1 TIMOTHY and No. 1 Clover mixed hay wanted. Blake & Farrar, Baltimore, Md.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

W. P. BROWN & CO., MEMPHIS, TENN. In the market for all grades of hay—for prompt or deferred shipment. Track or delivered.

50 CARS Timothy wanted. Need only a good feeding hay. Not subject to Pittsburgh inspection. For particulars write to Sam'l Walton, Pittsburg, Pa.

WE WANT your shipments. It will pay you to send for our market report if you have straw to sell, quote us. E. H. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

CLOVER We want your Medium, Mammoth and Alsike Clover—also Buckwheat and other Field Seeds. Send samples. State amount and price. We will wire acceptance.
THE ADAMS SEED CO.,
Successors to N. H. ADAMS & SON, DECORAH, IOWA

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and ⁵⁰/₁₀₀ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

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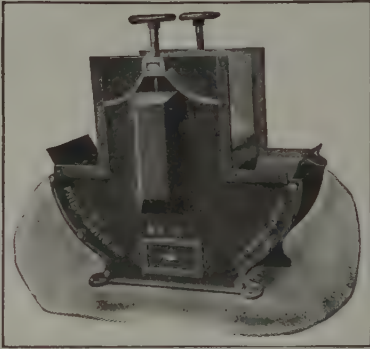
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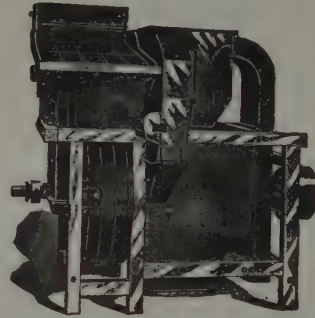


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INVINCIBLE OAT CLIPPER



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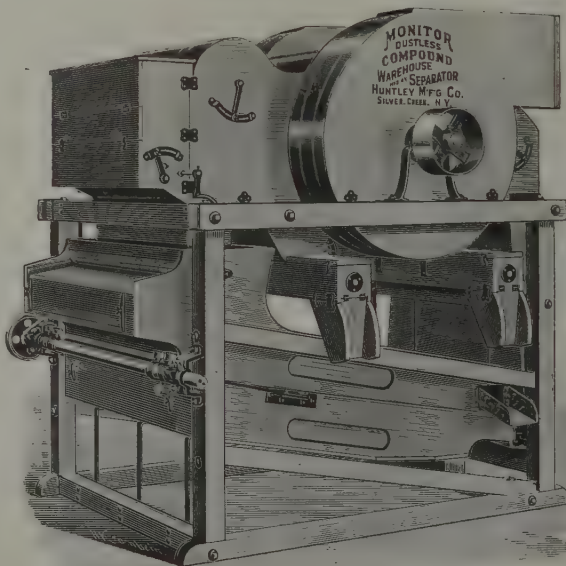
1. Less power used.
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- It excels all on these points.*

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

Represented by
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Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, Balchorne Block, Indianapolis, Ind.

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No Machine for Warehousing or Receiving Purposes Equals this Compound Shake Separator.

Built in Eleven Sizes with Capacities Ranging from 30 Bushels to 3,500 Bushels per hour. We Can Meet the Requirements of Any Elevator.

Send for Special Folder on this Machine

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10 Board of Trade, Kansas City, Mo., H. C. Draver, Southwestern Agent

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JOURNAL BY THE AMERICAN
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GRAIN DEALERS JOURNAL

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Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
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Entered at Chicago, Ill., Post Office as
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CHICAGO, ILL., NOVEMBER 10, 1906.

ANOTHER boy smothered in an Illinois elevator this month.

BRING good cheer to your competitor and he will delight in returning the favor.

LOOK out for hot corn. Cars are becoming scarcer and more difficult to obtain.

A GOOD corn cleaner will improve the grading of your shipments and pay handsome dividends on the investment.

THE trade is eagerly hoping for the harmonious and unanimous action of the proposed Uniform Grade Congress.

BUCKET SHOPS seem to grow in spite of state legislation and local license fees. They should be taxed out of existence.

HAY is very much in demand in different markets as is emphatically indicated by the "Hay Wanted" ads. in this number.

SMUTTY oats and weevily wheat continue to cause much grief for every buyer who fails to examine carefully each purchase.

YOUR receipts of old iron during the next few months is sure to try, sorely the digestion of your corn sheller. It will pay you well to keep a boy sorting corn as it goes to the sheller. Your shipments will grade better and the sheller will be protected from the old iron seller.

OATS DUST is too valuable to blow away. For a ton of oats dust the manufacturers of molasses feeds are giving a ton of coal.

THE Illinois Grain & Hay Co., which is said to be owned and controlled by Leo McDaniels, is not a member of the Cairo Board of Trade.

NOT EVERY farmer who buys a gold brick expects to get even by selling a plugged load of grain to the local dealer, but some do all that and more.

THE CHARACTER of the hysterical sensation springers should be investigated before their evidence at Interstate Commerce Commission hearings is credited.

DO NOT attempt to keep your accounts in your head. You may lose it and them, and your family will never be able to learn the true condition of your business.

THE RECEIVER, who aids a scooper, encourages others to aid scoopers who may be plotting the undermining of his own business. To countenance one is to justify both.

ONE marked difference between the wood and the fireproof terminal elevator is \$2 to \$4 more per hundred for insurance. In other words the wood house is a very expensive luxury.

THE LATEST advantageous use of cement in the grain trade is the construction of raised floors for corn cribs. They keep out rodents, insure perfect drainage and prolong the life of the crib.

GIVE station agent written order for every car you need to ship your grain and keep a carbon copy of each order, then you will know what and when you ordered and be able to prove it.

THE CAR shortage promises to increase the amount of short term grain insurance placed on this crop. Conservative elevator men are averse to assuming all the hazard even over Sunday.

UNREASONABLY high wages, fat dividends on watered stock and lack of proper equipment for transporting freight offered are an unnecessary and unwarranted tax on the shipping public.

NEXT meeting of the Grain Dealers National Ass'n will be held in ———. Does no market want it? What has become of all the enthusiasm exhibited by delegations seeking it at the last convention?

SHIPPERs who load cars to the roof must expect to stand for all deterioration prior to unloading at elevator, because until then inspectors will not be able to determine its true quality. But when ample room is left for inspectors, the grade given grain upon its arrival should govern even tho buyer takes three months to get it unloaded.

WHAT'S the use of running an elevator that eats up 3/4c a bushel for insurance, and other things in proportion, when you can expend a few thousand dollars and get the cost of operation down to a common sense basis?

YOUR SCALES may be the best obtainable, but this will not relieve you of the moral obligation to have them inspected often enough to make sure they weigh correctly. Inspect them for the protection of your customers as well as yourself.

CHICAGO track buyers may make more money on the contract grade delivered at the call price, but they seem to fear they will be unable to buy much grain unless permitted to bid a premium for all the shippers think will pass the grade.

SACKED grain is being shipped to Oregon and Washington ports in dongola cars, covered with tarpaulins when box cars are not obtainable. Can it be the railroads which traverse those states are using all their box cars in the spring wheat territory?

IF NEW corn contains much damaged or rotten ears, pick them out and place them where farmers who know their corn is perfect can see them. The more of it you have about the office, the more willing will they be to admit the poor quality of their own corn.

A CENTRAL Illinois elevator man (name not disclosed) is credited by a Chicago trader with hedging 1,000,000 bus. a year in a bucket-shop. In view of the invariable collapse of bucket-shops it is difficult to credit any sane dealer with such rashness. They know better than to take such chances.

AS SOON as lake navigation closes the Buffalo-New York lines will strain every muscle to get more than their share of the grain delayed at Western lake ports by their refusal to take lake arrivals from Buffalo. A very pretty trick, but it will not raise them in the estimation of shippers or the public.

PRICES for farm products have been fixed by the American Society of Equity and members will immediately proceed to sell at prices dictated by supply and demand or take their produce back to the farm. What fools Mr. Everett's followers must be. What a wholesome regard they must have for the laws.

THE WISEACRES of the Farmers Union which met recently in St. Louis actually sent a delegation to confer with representatives of the Federation of Labor in hope of arranging for the sale of farm products direct to Federation members at more than farmers are now able to realize. Of course the Federation managers are perfectly willing.

Bs/L attached to drafts shud always be deposited the day car is loaded, as banks frequently send them in a very circuitous route to the terminal markets. When car arrives ahead of B/L consignee is put to considerable trouble and some expense to obtain its release before demurrage charges shall start to accrue.

CARRIERS duty requires it to deliver cars in condition for receiving grain, but if it fails to do its duty, shipper is not excused for loading his grain into a dirty car or one which will scatter his grain all over the right of way. Self interest must compel him to take every reasonable precaution to protect his property.

AN ELEVATOR company which refuses to buy grain from other than its stockholders is not entitled to a site on any railroad right of way and we doubt if any railroad commission wud grant a site to a company expressing an intention to operate for members only, surely the railroad company wud not willingly do so.

THE BEST account books obtainable are none too good for your business, and invariably their cost will be saved many times over by errors prevented and time saved. Cheap scratch books ill-become a successful business. They were not designed to minimize the grain dealers labor of keeping accounts and surely multiply the opportunities for confusion.

IF THE master mechanics of every railroad were as eager to profit by the reports of the condition of grain laden cars upon arrival as those of the roads entering Cincinnati seem to be, the number of shortages occurring as a result of poor cars wud be greatly reduced. The more they take to heart the reports of leaks in grain cars the greater benefits will the reports bring to the trade.

A SHIPPER who sells one thing and delivers another must expect to be discounted. The track buyer invariably has a place for grain before he bids for it, which often accounts for his discounting heavily for grain for which he has no use. He knows what he needs and bids for it, and if you cannot give him what he wants, sell to somebody who is in the market for what you have, thereby avoiding discord, discounts and losses.

SHELLERS which produce twenty bushels of meal to every car of corn shelled are far too expensive to use. If the meal is mixed in with car of corn shipper is quite sure to have a load of hot corn and if he throws away the meal his profit on the shipment is lost. The only sheller dealers can afford to use admits of perfect regulation and removes all the corn from the cobs without much breakage of either corn or cobs. Such a sheller is by far the less expensive. Those who want a mill for making meal shud consult our advertising columns.

ONCE again the United States Court of Appeals has decided that contracts for the sale and purchase of grain for future delivery are valid. The latest decision on this point was rendered at St. Paul this week in the case brot by Thos. A. Cleage, Jr., appellee, against W. H. Laidley. So many judges have thoroly agreed on this point it wud seem folly for anyone to waste money trying to get a contrary decision, but they do it, altho in vain.

TERMINAL storage charges published elsewhere in this number show as marked variation in the different markets as in the rules governing any other practice of the trade. The adoption of uniform rules and charges in all terminal markets would greatly promote and foster trade. It shud not be necessary for shippers to kick on the multiplicity of rules and practice, the receivers of their own accord shud take steps to modernize and simplify their rules.

CAPT. GRAMMER is out with his annual estimate of farm products to be hauled by the railroads. He says they will haul 2,025,000 cars of corn; 528,750 of wheat; 5,636,364 of hay; 580,000 of oats; 2,650,000 of cattle and 363,889 of cotton. The carriers will derive \$226,800,000 from corn or more than from wheat, oats, hay and cattle combined. Inasmuch as corn is such a prolific source of revenue to the railroads they shud hasten to provide the cars needed.

NO PLAUSIBLE excuse has as yet been advanced for the elevator man using gasoline power having a dirty engine room. It increases the fire hazard, the cost of insurance and the probability of a breakdown. The cleaning of engine and room discloses to the average observer loose nuts and parts in time to prevent trouble. The cleaner also becomes so familiar with his engine that he generally experiences little difficulty in detecting what is wrong when engine refuses to run.

A SYSTEM for tracing shipments from initial point to destination has been devised by a Cincinnati man which secures quick reports and greatly reduces railroads expense and labor of sending them. Several railroads think so well of it they have instructed agents to give the reports on day asked for. The man seeking information regarding car shipped sends a dozen postal cards addressed to himself in a red folder to station agent at initial point. Each card is partially filled in so little remains for the railroad agents to do save give date car left the point under their supervision, sign and mail postal and forward the folder to next agent who had the car to deal with, so for about fifteen cents shipper or consignee gets a dozen reports on the car. On its face the scheme looks like the most effective for tracing shipments yet suggested and no doubt it will prove popular.

WISCONSIN millers have been struggling with a bag abuse of their own, in fact they have actually been selling sacked grain and feed at bulk prices and permitted a return of the bags. That is even worse than the lenders of Ohio, Indiana and Missouri who from time immemorial have loaned bags to farmers in hope of securing the privilege of buying their grain. In many cases they get neither grain or bags, but they live in hope. Success to Wisconsin's wave of reform. May it extend to the bag lending wheat buyers of the other three states.

BETTER mix calcium chloride with the water in your fire barrels and in that used to cool the cylinder of your gasoline engine and thereby prevent its freezing or evaporating. A few dollars invested in chloride now will relieve you of the necessity of draining your cylinder head every cold night or buying a new one. The man who drains the water jacket each night, he does not forget it, does not expect a lack of power to force a suspension of his business, but the man who uses a calcium chloride solution knows his engine will not be put out of commission by freezing.

OMAHA is progressing rapidly in the adoption of rules and regulations to safeguard the interests of the shippers to that market. The Directors of its Grain Exchange have established a Weighing Department, absolutely independent of the grain elevator owners or operators and will place an employe of the Department in every house. It is the intention to change these employes about from one elevator to another in hope of making them more vigilant in their work. It is gratifying to know that the weighing at Omaha should be so thoroly systematized thus early in its existence as a prominent primary grain market.

TEAM TRACK weights obtained by weighing 50 to 100 wagon loads are too uncertain, too unreliable to be tolerated in the wholesale trade. The shipper who permits his grain to be peddled about to feed dealers cannot expect to obtain credit for full weights, and the receiver who insures his shipper a shortage by such sale evidently does not care for future shipments. No doubt weighing at terminal market team tracks can be safeguarded so as to insure teamsters removing all grain from cars, hauling each load over the yard scale and crediting each load to the proper car, but the expense of the men needed to insure such service in most terminal markets will more than offset any premium the feed dealers will be willing to pay for the grain. Shippers to terminal markets are entitled to correct weights and such can now be obtained at nearly every terminal elevator. Insist upon having your grain weighed at an elevator, let the feed dealers go there for their supplies or accept your weights.

EIGHTEEN ELEVATORS COLLAPSE.

The number of reports of bursting and collapsing elevators which has reached us recently is truly alarming. They serve to emphasize the need of better built houses and the danger of overloading many of those now standing. Recently reports of eighteen such accidents have reached us. Some were credited to defective construction and weak foundations, but most were due to overloading. Nebraska led with six; North Dakota was a close second with four and Manitoba had three.

Fortunately no person was injured in any of the accidents so far as we have been able to learn, but the accidents prove beyond all doubt that an overloaded elevator is a very dangerous place. The scarcity of cars is directly responsible for the overloading, but the railroads are not to blame for the contract for the demolished elevators having been awarded to barn builders. Get the best and rest peacefully in safety. You cannot afford to entrust your grain or your life to the carpenter. Get an elevator builder.

NEW CORN.

The marked reluctance of country shippers to take chances on shipments of new corn is truly encouraging. The heavy losses on early shipments the three last crops has convinced them that new corn will heat. As is pointed out by Sec'y McCord in "Letters from Dealers" this number Ohio shippers are acting more in keeping with the warnings sounded at the Fall meeting of the Ass'n than ever.

Transportation in all of the corn surplus states seems to be more uncertain than ever and hence those so venturesome as to contract new corn for early shipment take greater chances than ever. In some sections of Kansas the elevator men refuse even to buy grain for early delivery by farmers. Their elevators, like in the Northwest, are full, no cars are to be had and they refuse to stand for the deterioration sure to result from storing grain in the open.

No doubt corn is curing perfectly and early in some sections, while in others its condition is very bad. Indianapolis and Decatur brokers have distributed placards among shippers to their markets warning them that corn is later than usual and contains fully 8% of damaged, rotten ears which must be carefully removed or every shipment will be insured a heavy discount from its start.

Corn shippers' experiences during the last few years will compel many to be more cautious than ever, yet some will refrain from preparing grain properly for market as long as they have enough cash or credit to continue in the business. However they will reap the true reward of slothful methods and sincerely wish, when it is too late, that they had made an earnest effort to win success in the grain business.

GROWING DEMAND FOR FANCY OATS.

With the increased prosperity throughout the land has come a positive demand for better oats. The Southeast no longer asks quotations on the poorest grades and many sections insist upon having the choicest the market affords regardless of price. Bright, clean oats are wanted and those who can supply them are well paid for producing them.

Many Eastern and New England markets have also nursed an ever growing demand for heavy fancy white oats, hence the elevators well equipped to clean and purify are kept busy at profitable work. It is but natural that the horses and mules shud delight in the best and when thoroughly educated to the superior merits of the best they will balk at the inferior. The elevator man who prepares to help supply this growing demand may expect to share in the premiums of the trade.

FEDERAL INSPECTION NOT WANTED.

The remarkable persistency of politicians, who have a yearning for more offices with which to reward their supporters, in keeping alive the agitation for federal inspection is truly disgusting. It seems to have been the hope of the aforesaid pap-dispensers that the investigations conducted under authority of the La Follette resolution wud develop a strong sentiment in favor of federal inspection of grain, but the workers found little encouragement.

The grain trade's exasperating experiences with state inspection departments has long since convinced most of its members that it is not possible to attain that high degree of efficiency under political management which is assured under the guidance of the trade. Were the inspection department of every market under the direct supervision of a trade commission made up of a country shipper, a miller and a receiver, the interests of the trade wud be more quickly and more correctly heeded and be guarded most jealously at all times. Ward Boss Vail wud not then be able to induce the Governor to force out Supervising Inspector Harrison, notwithstanding his long and satisfactory service and in defiance of the petitions of the trade.

To place the inspection of grain under the supervision of the federal government wud take it so far from the trade as to make it next to impossible ever to secure needed change of rules or men. The trade wud have to stand for all errors made just as patrons of the postoffices do now, without recourse or even explanation.

The grading or classifying of grain by the government can not be justified as a police or health regulation, it is done purely to facilitate trade and shud be under the control of men directly interested in the trade. It is a service which belittles any government to engage in, and

especially that government which is willing to burden a great business with hot corn for the purpose of making political capital.

No excuse can be found for adding another army to the great horde of federal office holders. The proper province of government is to regulate, to govern, and both federal and state machines shud stick to their jobs.

WEIGHING AT TERMINALS.

As is announced in this number Baltimore and Omaha have reorganized their weighing departments and the New Orleans Board of Trade has taken charge of the weighing of grain at the Illinois Central elevators of that city. Publicity and agitation has done much during the last year to improve the weighing facilities at terminal markets and to guard the shippers' interest at every point.

It is but a short time since Cincinnati and Peoria adopted new regulations and established weighing depts. under the supervision of their grain exchanges so that grain is now weighed by disinterested weighmen and cars are inspected upon arrival and guarded until unloaded. Chicago, St. Louis, Kansas City and Minneapolis have accomplished so much along this line it is but natural other markets shud jealously strive to emulate them.

Omaha being a young and growing market, it is natural that many abuses shud creep into the trade, but the Exchange is working strenuously to protect all interests and promote the city's trade. It is truly gratifying that so many markets shud strive to insure correct weights and to detect the causes of shortages. It helps all and makes these markets especially attractive to shippers.

IMPROVED CROP REPORTS.

Ever since the grain dealers of the country commenced to meet together to discuss trade troubles and remedies the need of more reliable crop reports has been emphasized frequently by discussion and resolution, but no systematic effort has been made to induce Congress to appropriate money for the needed improvement.

If the grain and cotton exchanges and associations wud agree on a practical plan for improvement and a campaign for securing its adoption, they cud cooperate and with very little individual effort induce Congress to divert the \$250,000 now being wasted for free and worthless seeds to the crop bureau of the Agricultural Dept. and thereby insure the compilation of crop reports of value.

If the cause but had a vigorous leader, who wud conduct a persistent, intelligent fight for the needed appropriation the trade wud gladly second his efforts. An effort was made at the last session of Congress to secure the appropriation, so the friends of improvement have made a beginning, but more earnest cooperation will be needed to attain success.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

OBJECT TO PAYING FREIGHT ON HAY NOT TRANSPORTED.

Grain Dealers Journal: In the last issue of your worthy paper we saw an article entitled, "Protest Against Extortion." Now we have the same trouble here, the railroads charging for what they do not haul. A number of times we have had to pay freight on 19,000 lbs. of hay, when at the very most the car would hold only about 16,000 lbs. At five dollars per ton freight this soon runs up into money and makes an additional cost to the hay. We have almost been compelled to accept cars when they contained full capacity of hay.

We trust the time will soon come when we shall have a law against the railroads charging for freight they do not haul. A heavy fine should be levied for each offense. Respectfully yours, Taylor Feed Co., Platteville, Wis.

OHIO DEALERS HOLDING OFF ON NEW CORN.

Grain Dealers Journal: In meeting with many of the dealers who attended our fall meeting, invariably they refer to the discussion on corn, especially that part of it relating to the holding off in making purchases until the corn was in condition to ship. They say that the sentiment expressed along this line, and encouragement they received that their neighbors would act conservatively, assured them that they could take a conservative stand without fear of loss of business.

It is safe to say that the conservative manner in which the dealers are handling this problem has already saved thousands of dollars to the shippers, who would have been filled up with new corn unfit for shipment, many of whom perhaps would have had corn in transit and perhaps in a worthless condition. A few of the dealers located in territory producing early corn are just beginning to receive such corn as they deem fit for shipment. The general movement, however, will not begin before about the 15th inst. Yours respectfully, J. W. McCord, Secretary, Columbus, O.

8 % OF NEW CORN IS ROTTEN.

Grain Dealers Journal: The first new corn on this crop was received here by me on Saturday last. I had two cars from Central Illinois both grading New N. G. on account of being wet and soft. Fortunately I made a good sale, both cars bringing 37 cents f. o. b. Illinois points on Indianapolis inspection.

Had four cars in yesterday, two of them grading No. 4 and bringing practically the same price. The corn still continues soft and wet, and for that reason have been advising against moving of new corn until it gets in better condition.

Have made quite an extensive tour

through western Indiana and Illinois, and from all the information I can gather there is probably on an average about 8 per cent of rotten corn. I have had printed some cards for free distribution to the grain trade, and I find that where they are tacked up in a conspicuous place in the country grain office, it can be used as strong argument why farmers should use care in sorting out the rotten ears. Should you have inquiry from any of your dealers, will be pleased to furnish these cards to them. Yours truly, Bert A. Boyd, Indianapolis, Ind.

SHIPPERS REDRESS FOR LOSS DUE TO RAILROAD QUOTING ILLEGAL RATE.

Grain Dealers Journal: At the recent meeting of the Ohio Grain Dealers Ass'n the liability of the general freight agent of a railroad, who quotes the wrong and therefore the illegal rate was discussed at length. I took the stand that if a general freight agent quoted the wrong rate the railroad company was liable. I took the matter up with Edgar E. Clark of the Interstate Commerce Commission, whose reply follows:

Interstate Commerce Commission.
Washington, Nov. 7, 1906.
Mr. H. S. Grimes, Director, Ohio Shippers' Association, Portsmouth, Ohio.

Dear Sir: Answering yours of the 23d: The act to regulate commerce prohibits a carrier from engaging in transportation of passengers or property unless the rates, fares, and charges upon which the same are transported have been filed and published in accordance with the requirements of the law. No change in a published rate or tariff can be made except after thirty days' notice to the public and to the Commission, unless by special permission of the Commission such change is made within a shorter period. It, therefore, follows that no rate is a lawful rate which has not been published to the public and filed with the Commission for thirty days excepting those which have been filed and published on shorter notice by special permission.

The law prohibits, under severe penalties, the acceptance or collection by a carrier of a greater or less different compensation for transportation of persons or property than that specified in the tariffs and lawfully in effect at that time. A rate unlawfully published could not be considered as a lawful rate.

You will readily see that if "I made a mistake" was accepted as an excuse for quoting wrong rates, the opportunity for discrimination and favoritism would be wide open. The Commission does not seek technical opportunity to take advantage of an honest clerical error that may occur, but it does intend to enforce the law in its full spirit. The responsibility of quoting the correct rate and the lawful rate rests with the officers and agents of the carriers, and if they contract to carry freight on a rate erroneously stated and later find it necessary to collect a higher lawful rate, and, as a result of that loss comes to the shipper, it would seem that he had a just claim for reparation under the terms of Section 13 of the Act to regulate commerce.

It is our purpose at the earliest date at which it can be reached in an intelligent and effective way to have uniform form of tariff schedules, which will avoid many of the difficulties now presenting themselves. A great deal is being done to eliminate inconsistencies and contradictions from the present schedules. It is the purpose of the Commission to bring about full conformity to the spirit and text of the act with as little inconvenience and hardship for the shipper and carrier as is consistent with proper observance of the requirements of the law. Yours truly, E. E. Clark, Commissioner.

I feel certain shippers who heard the discussion at Columbus as well as all others will be glad to know the position of the Commission on this point. Very truly, H. S. Grimes, Portsmouth, O.

DISTRIBUTION OF CARS IN OHIO.

Grain Dealers Journal: A few days ago the attention of the writer was drawn to an alleged ruling of the Railroad Commission, of the State of Ohio, with reference to car distribution. It would seem as though in this particular case, two shippers at the same point had ordered cars the same day, from the R. R. agent, the first shipper ordered 100 cars, to be furnished as rapidly as possible, while the second party ordered 10 cars.

There seemed to be some dispute between the agent and the two shippers relative to how these cars should be distributed, and the matter was referred to the R. R. Commission, of the State of Ohio, according to the story of the R. R. Cos., who are taking particular pains to see that this alleged decision is circulated among the shippers. The R. R. Commission of the State of Ohio ruled that the shipper who had placed his order with the agent for the 100 cars, should receive the entire number before the second shipper, who had put in his order for 10 cars should receive any.

This matter did not look right to me, and I immediately took the matter up with the R. R. Commission of the State of Ohio, who writes me under date of the 24th through the Ohio Shipper's Ass'n, that no such ruling has ever been made by the R. R. Commission of the State of Ohio. We give you this information for what it is worth, believing that every shipper in the State of Ohio, ought to know where they stand on the car situation.—A. B. Track.

FARMERS MADE DOUBLY SUSPICIOUS BY AGITATORS.

Grain Dealers Journal: The farmers of Iowa are certainly very prosperous; their lands have greatly increased in value; their crops are good everywhere, yet they continue to be most selfish, stingy and close-fisted. Hence it is not unnatural that they should persistently look upon the regular elevator man with suspicion. The agitators and promoters have filled farmers' minds with doubt as to the possibility of a regular elevator man doing business on the square, this too, in spite of the fact that they have been our neighbors for years, and had perfect confidence in us long before the agitator appeared on the scene.

I console myself with the thought that it is perfectly natural they should now expect us to try every means of uncoining them. Their suspicions try my patience, but I never give them any evidence of it. Some of them bring in grain and nose around watching, in the hope, and expectation, of finding something wrong. Occasionally they will say,

"You sure the weight's right?" or "You didn't make a mistake in addin' yer weights; did you Sam? Kinder looks as though yer scales wasn't workin' just right."

I have always tried earnestly to conduct my business so as to keep above suspicion. I have my scales inspected at least once a year and as much oftener as I can conveniently without too much expense. I have never yet found them to be weighing enough against farmers to amount to anything. Yet, in the light of all the lies with which the country grain dealer has been slandered, the wonder is our farmers patrons do not investigate our scales, our books and our safes every time they come to see us.

It would seem that the law should place some limitation upon lies a business

man may tell about another solely for the purpose of getting business away from him.

My one great regret is that the farmers are so prejudiced as to give ready ear to stories they should know to be false, however, I am consoled with the thought that no man ever succeeded permanently in business through dishonest methods, and I know that those who have been maligning us, have done so without any cause other than their desires to get the grain business direct.

Hoping that our farmer friends may come to an early appreciation of the truth and see through the thin deception of those who are misleading them. I am, yours very truly, J. H. Dean.

ST. LOUIS EXCHANGE MAY CHANGE RULES.

Grain Dealers Journal: On the 12th inst. a vote of the members of the Merchants' Exchange will be taken as to whether or not the contract grade of wheat will be solely No. 1 and No. 2 Red, in lieu of No. 1 and No. 2 Hard at a penalty of 3c under contract price or No. 1 and No. 2 Red at contract price, as the rules of the Exchange now prescribe.

The friends of the Soft Red Winter have always claimed that the dual Standard leaves no option to the buyers as to what he may expect on contracts, and this undoubtedly has curtailed considerable speculation in our market on the part of a large contingent of country mills that use Soft Red Winter almost wholly.

On the other hand, the Hard wheat adherents claim that the present rules are more favorable for drawing Hard wheat to our market—this contention is hardly borne out by the receipts during the 18 or 20 months operation of the rule, nor has there been any increase speculatively from that source.

There will be no hardship imposed upon parties selling "short" in our market owing to the fact that the present rules of the Exchange have a stringent anti-corner rule, and no concern should be felt from this source.

No other grain is affected other than wheat by the vote on above date. Yours very truly, Morton & Co., St. Louis, Mo.

INJUSTICE OF LANDLORD AND TENANT LAW.

Grain Dealers Journal: I am prompted by the news item in your Iowa column last number to ask, "Why shud not the landlord be held responsible for the debts of his tenants?" He is surely to blame or praise for the class of tenants he brings into the community because he can remedy the trouble. If he leases his premises to disreputable parties, neighbors will protest and public sentiment against him will be very strong. He has the option of leasing his farms to honest or dishonest tenants and he alone shud be held responsible for their misdeeds—then he will be sure to get good tenants.

The local grain buyer has no voice in who shall be a tenant, hence shud not be held culpable for any acts of the tenant. If landlords required tenants to furnish first-class recommendations and surety bonds they cud easily and quickly collect of the bondsmen in case tenant failed to pay his rent.

The law in force in this state affords no protection to the grain dealer. It allows the tenant too much time, as no action can be brot until rent is due. Chap-

ter 142 of the Iowa statutes as entered by the 29th General Assembly provides:

Section One—If any tenant of farm lands shall, with intent to defraud, sell, conceal, or in any manner dispose of any grain, or other annual products thereof, upon which there is a landlord's lien for unpaid rent, without the written consent of the landlord, he shall be guilty of larceny and punished accordingly.

Section Two—The payment of the rent for the lands upon which such grain or other annual products were raised at or before the time same falls due, shall be a bar to any prosecution under section one (1) hereof, and no prosecution shall be commenced until such rent is wholly due. Effective July 1, 1902.

If a peddler or canvasser comes to a country town he is immediately required to take out a license, but let a man come with a scoop to buy grain, he is welcomed by every merchant. Men in every other line of business are protected, while the grain buyer not only is given no protection but is expected to guarantee rents of tenants whose grain he buys.

I deem it fair and just that grain commission men shud charge interest on money advanced on consignments. No doubt they pay interest on the money to the banks.—G. E. Conaway, Blairsburg, Ia.

An Ohio Loading Platform.

The loading platform is generally supposed to be a product of the Northwest where farmers have not had time to build ample storage facilities to accommodate their grain; hence it is somewhat of a surprise to learn that the staid old Buckeye State is also the possessor of grain loading platforms.

Urbana, Ohio, has two such platforms, one on the Penn. and one on the Erie R. R., the Erie platform being shown in engraving herewith.

Remarkable as it may seem, these platforms have not developed the scooper habit in the farmers of the surrounding territory. The platforms were built for, and are used exclusively by, the grain dealers of the town who have elevators on other lines of railroad.

It is not likely to be long, however, before the new Railroad Commission of the Buckeye State will force the carriers to build connecting switches with the cross lines and to permit the loading of their cars by any elevator in town. Shippers should not be barred from any market reached by the railroads of their town and, if the Railroad Commission does its full duty, they will not be.

It is unlucky to ship out a car of grain on the 13th day of the month without first cooperating up all leaks.

Baltimore's New Weighing Department.

The Weighing Dept. of the Baltimore Chamber of Commerce has been reorganized and the Weighing Com'ite has established the following rules for its regulation:

The office in the Chamber of Commerce shall remain open from 7 a. m. until 6 p. m., except Sundays and legal holidays.

A complete car seal record shall be kept; each weighing certificate shall state the number of the car seals and their condition.

This Department shall carefully supervise the weighing of all water-borne grain; also bag lots at uptown elevators, counting the number of bags received before weighing.

All grain going into a drier, must be weighed in a scale adjacent to the drier, just before being placed in same, if transmitted from remote sections of the elevator.

At each export elevator, in operation, two men shall be employed, one to remain at the top of the elevator to see, actually, that the grain that passes through the scale is accurately weighed, the other to remain down stairs to examine the condition of the cars upon arrival, and to keep a complete seal record; it will be his duty to see that all cars are well cleaned and that no grain is wasted, and that the sinks and spouts are all clear before contents of car is weighed. It shall be the duty of both these men to report the condition of the elevator, the condition of the spouts, and any other defect whatever, that may come to their notice about the elevator; they shall furnish full information in event of shortage.

All scales upon which grain is weighed shall be tested at irregular intervals by the Chief Weigher with consent of the elevator authorities. Whenever a scale is found to be imperfect in any way, it shall be condemned at once, and no more grain shall be permitted to be weighed upon it, for which a certificate of weight is issued, until it is put in proper condition.

As soon as practicable, assistants or weighers shall examine condition of cars and secure the seal record before the cars are opened for inspection in the railroad yards, and submit bad order reports for all cars found in defective condition. It frequently happens that cars in bad condition enroute are repaired in the yards by the railroad employees, before reaching their final destination, and the defects thus escape detection.



Loading Platform Used by Elevator Men at Urbana, O.

Fairmont, Okla.—In this section wheat yielded from 54 to 62 bus. per acre, grade from 54 to 62 (test). The stacked wheat was in good shape but about 20 per cent

Carroll, Ia.—Oats are very good, averaging about 40 bus. per acre and corn from

left in shock has been damaged by wet weather. Corn is good, yielding from 50 to 65 bus. and oats from 40 to 50 bus.—Chas. Hungerford, agt., Randels & Grubb.

Mountain View, Okla.—What promised to be the largest corn crop in the history of the territory is fully realized as harvesting comes on. There were no corn worms this year and the corn is of an excellent quality with an average yield of 40 bus. per acre. There is not much on the market as yet, the farmers being busy with their cotton crops. This has been an unusually favorable fall for seeding. A large acreage has been sown to wheat and some farmers are still sowing. Considerable wheat and oats are still on the farmers' hands but most of it is badly damaged, the wheat not fit for milling nor the oats for shipping.—D. E. McBride, mgr., Chickasha Milling Co.

Madison, Wis.—The yield of small grains in the southern part of Wisconsin was somewhat diminished during the early summer and higher averages are received from the central and northern sections. The corn crop is the best for years, being fully matured even in those parts where cultivation has not been considered safe. The potato crop matured in fine form, having little blight or rot, some damage from grub worms and but for the severe frost in Oct. would have been large and fine. The yield per acre and quality are: wheat 13½ bus., 90, rye 18 bus., 91, barley 33 bus., 92, oats 39 bus., 93, buckwheat 17 bus., 90, corn 42 bus., 93, peas 20 bus., 95, potatoes 125 bus., 94, tame hay 1½ tons, 97.—John M. True, secy. State Board of Agriculture.

Government Crop Report.

Washington, D. C., Nov. 10.—The crop estimating board of the Dept. of Agri. estimates the yield of corn in 1906 to be 30.2 bus. per acre; against 28.8 bus. last year, and a 10-year average of 25.2 bus. The total crop is estimated at 2,881,096,000 bus.; compared with 2,707,000,000 bus. last year, and is the biggest corn crop on record. About 4.4 per cent, or 119,000,000 bus., of the old crop is in farmers' hands, compared with 81,500,000 bus. so held on the corresponding date last year. The average quality of the crop is reported to be 89.9; against 90.6 per cent last year.

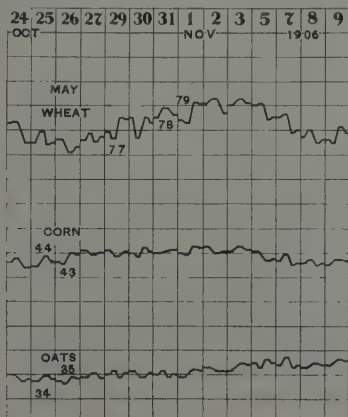
The yields of corn in some of the principal corn states are: Illinois, 36.1 this year, 39.8 last year; Iowa, 39.5 this year, 34.8 last year; Nebraska, 34.1 this year, 32.8 last year; Kansas, 28.9 this year, 27.7 last year; Missouri, 32.3 this year, 33.8 last year; and Indiana, 39.6 bus. this year, against 40.7 bus. last year.

Buckwheat yielded 18.7 bus.; against 19.2 bus. in 1905, 18.9 in 1904, and a 10-year average of 18.1 bus. The average for quality is 90.4, against 93 last year and 91.5 in 1904.

Hay yielded 1.36 tons per acre, against a 10-year average of 1.44 tons. The average as to quality is 89.9 per cent; against 89.8 a year ago.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Nov. 9 are given on the chart herewith.



Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

BETTER BOOKS FOR GRAIN HANDLERS?

Grain Dealers Journal: I have a full quota of the forms used in grain handlers books, shipping notices, confirmation sheets, invoices, statements, account sales, etc., but believe there are better ones made than I have seen, and would like to see illustrated or described in the *Grain Dealers Journal* any improved forms that other dealers may have.—W. S. Anderson, Shawnee, Okla.

INFORMATION ON MANUFACTURE OF ALCOHOL?

Grain Dealers Journal: Will the readers of the *Journal* please state in this column what it would cost to install a plant for the manufacture of alcohol from grain, potatoes or elevator screenings, of about 1,500 to 2,000 gallons daily capacity. Will the same plant manufacture alcohol from all three or any one of them? What will be the cost per gallon after the plant is installed? What are the addresses of the manufacturers of such plants in the United States? and in England and Germany?—F. F.

DID YOU LOAD THIS CAR?

Grain Dealers Journal: I noticed a train on the P. & E. div. of the N. Y. C. lines to-day which had P. Co. 558,799, containing oats. This car was leaking badly at the grain doors. Please insert notice to that effect, it may be of some value to some shipper. I don't know where the car was consigned or who it is from. Very truly, J. A. Mauch, Mooreland, Ind., Nov. 3, 1906.

INFORMATION WANTED ON CEMENT BOOTS, HEADS AND LEG CASINGS.

Grain Dealers Journal: Have you anything in the way of instruction for the construction of elevator leg casings, heads and boots of cement? We wish to install something of this character for handling shell corn and cobs direct from sheller. Any information you can give us will be thankfully received. Mohnike Bros., Wever, Iowa.

GRAIN CONTRACTS.

Grain Dealers Journal: After holding out against written contracts for a number of years, we have finally decided to adopt the form of contract designed by the Iowa Ass'n., with a few changes as is shown by form given herewith. We admit the great advantage of taking written contracts. We have paid dearly for persisting in a different view.

We believe this form to be a good one. If it contains any flaws, or, if any dealer has one he considers better, we will be pleased to know of it. We trust that we may see several different forms presented in the next number of the *Journal*. Very respectfully, Moore & Fuller.

This is to certify that have this day sold to

bushels of at cents per bushel, to be

sweet, sound and dry and to grade No. to be delivered

into elevator or cribs at

on or before the day of 190

If damaged or inferior grain is delivered on this sale the market difference at which such grain is selling under the contracted grade shall be deducted from the contract price.

I certify that this grain is in my possession and free of liens and incumbrances, including landlord's liens,

Received of

..... DOLLARS

to apply on this contract.

No.

Seeds

John Duncan has succeeded J. W. Jenkins, dealer in clover and timothy seed and grain, at St. Paris, O.

The Kewaunee Grain Co., Kewaunee, Wis., recently bought over one thousand dollars worth of clover seed in one day.

A prospect for clover seed was reported by the Ohio Dept. of Agri. to have been 48 per cent on Nov. 1, compared with an average.

Much of the clover seed that has been imported this season contains trefoil, dodder and many other seeds that some of the trade in this country are not acquainted with, and is worth very much less than the prices asked.

The clover crop of this country has been a gold mine to the farmers this year. I have shipped three carloads, paying out for the seed about \$10,000. I have also shipped three cars of meadow fescue.—M. W. Cardwell, Overbrook, Kan.

D. B. Ellis has been appointed receiver for the Elgin Seed Co., Elgin, Ill., at the request of John Hoeft, who was induced to purchase \$600 worth of stock in the company, by a statement which is said to have shown that the company was in the possession of assets amounting close to \$8,000.

The Adams Seed Co., Decorah, Ia., which succeeded to the business of N. H. Adams & Son, has taken charge of the eltr. located on the St. Paul Ry. track and under the management of B. H. and W. C. Adams. The new company will also take charge of the mail order department of the old firm.

The yield of clover seed in Wisconsin is light, and the quality rather inferior. Many parts of the state where the crop has usually been important, now report a failure. The yield per acre is 14 bus. and the quality 90%. The yield of flaxseed is also 14 bus. and the quality 90%.—John M. True, secy. State Board of Agriculture.

London, Eng.—With the exception of Chilian red clover, trade is quiet in the seed market. There is undoubtedly a large crop of English red clover this year. It is to be regretted that English growers will not thresh earlier. No change in alsike or trefoil. White clover and cocksfoot can now be bought at reasonable figures. Grasses unchanged.—W. H. and H. Le May.

Toledo received during the week ending Nov. 10 2,200 bags of clover seed, and shipped 325 bags, against 3,425 bags received and 430 bags shipped during the corresponding week of last year. Receipts for the season prior to Nov. 10 have been 17,690 bags, and the shipments 4,278 bags; compared with receipts of 44,942 bags and shipments of 5,106 bags for the corresponding period of last year.

London, Eng.—Fair business passing in winter tares; supplies light; prices unchanged. Peas selling freely at hardening prices. The new clover seeds are coming out slowly. Recommend growers threshing early preventing foreign competition later. English Reds show fine, clear samples; whites various qualities. Trefoils useful, and good foreign medium. Grasses unchanged.—John Picard & Co.

The acreage of clover seed harvested in Michigan, compared with average years,

is 73 per cent. In the southern counties the per cent harvested for seed is 72, in the central counties 70 and in the northern counties 80. The average yield per acre is 1.33 bus. in the southern counties, 1.98 in the central counties, 2.68 in the northern counties and 1.62 bus. in the state, as reported Nov. 10, by Geo. A. Prescott, secy. of state.

Conrad Appel, of Darmstadt, Germany, whose business was established in 1789, was again lately awarded the second prize, the prize of honor, for his beautiful ornamented lawn, at the International Exhibition, at Milan, Italy, and for a fine show case containing all kinds of grass, clover and agricultural, deciduous and evergreen tree seeds, grass seed mixtures and his famous collection of rare conifer cones, with the highest award, the Grand Prize.

Alsike has taken an advance of about 75 cents for the past two weeks. From letters from foreigners, it would indicate that they believed that they could purchase alsike in the United States at at least \$1 less than present quotations, but they are now warning up to the proposition that they will have to pay more than expected several weeks ago. As is the case in clover, Canada is known to be short on alsike, and now Toledo dealers are looking for higher prices.—H. D.

Chicago received during the week ending Nov. 10, 1,188,895 lbs. of timothy seed, 166,160 lbs. of clover seed, 707,862 lbs. of other grass seeds and 80,741 bus. of flaxseed, compared with 629,444 lbs. of timothy seed, 229,367 lbs. of clover seed, 235,969 lbs. of other grass seeds and 286,500 bus. of flaxseed for the corresponding week of last year. Shipments for the week have been 216,015 lbs. of timothy seed, 22,700 lbs. of clover seed, 1,799,052 lbs. of other grass seeds and no flaxseed, compared with 94,517 lbs. of timothy seed, 33,140 lbs. of clover seed, 574,235 lbs. of other grass seeds and 1,060 bus. of flaxseed for the corresponding week of 1905.

Toledo seed dealers have reached a certain conclusion, that the crop is short, the second hulling proving to be as bad, if not worse, than the first crop. It is argued by the dealers in general that, if the light receipts of a year ago helped to make higher prices, the much lighter receipts of this season will surely do greater things. October tells the tale, and as the total receipts to the end of the month have been very light, there is now a strong opinion among the clover seed men that seed will see much higher levels. The samples from the foreign element indicates anything but an encouraging situation over there, as they grade n. e. g., buckhorn, here, while the quotations from the foreign salesman show their seed to be from 50 cents to \$1.50 above Toledo dealers for the same grade in local seed. It is known that Canada is short, so it is argued that the United States will see far better prices for its production.—H. D.

The weather continues unpropitious for threshing. Russian red is now coming out showing fine samples; of course, with the present unsettled state of that country it is not coming out so quickly as usual, but we may easily imagine the large quantity that will be available by spring. German, Austrian, Hungarian, Italian, Belgian and French are all slowly developing just like our own—the weather, curiously, being universally the same. We can easily imagine what may happen in a few months' time. Americans, as usual, lay themselves out to buy up the world's supply. Meantime, they have tackled

Chilians to the tune of, say, 1,000 tons = 15,000 bags of their own. This should keep them fairly quiet for a time. There is also Canadian to come out. Alsikes are at last developing fair business, principally in the finest qualities, in spite of the bulk of the crop not being available until December. It looks, however, as if the bulk of the crop will only be medium seed.—London *Corn Circular*.

Indictments at Minneapolis for Rebating.

Fourteen indictments for granting or receiving rebates on grain shipments were returned Nov. 8 by the special federal grand jury at Minneapolis. Since the jury convened Oct. 22 the evidence of 5 grain men and 30 railroad clerks and agents had been presented.

Those indicted are Ames-Brooks Co., of Duluth, Duluth-Superior Milling Co.; W. P. Devereux Co., Minneapolis; McCaull-Dinsmore Co., Minneapolis; Great Northern Ry. Co.; Chicago, St. Paul, Minneapolis & Omaha Ry. Co.; Wisconsin Central Ry. Co.; D. G. Black, gen. frt. agt.; W. W. Broughton, Frt. Traffic Mgr.; A. G. Maguire, Asst. Gen. Frt. Agt.; G. I. Sweney, A. G. F. A.; and H. A. Kimball, A. G. F. A., of the Great Northern; Freight Agents F. C. Gifford, E. B. Ober and H. M. Pierce of the Omaha Road; Freight Agents Burton Johnson and G. T. Huey of the Wisconsin Central; and J. T. Kenney, contracting frt. agt. of the Minneapolis & St. Louis.

It is alleged that all of the roads granted rebates to the Spencer Grain Co., and that the Great Northern granted rebates to the four shippers, who are indicted for accepting rebates and concessions. The general offense alleged in the indictments of the railroad companies is that they absorbed the grain elevation charges. The indictments against Ames-Brooks Co. and the Duluth-Superior Milling Co. are also based on the absorption of elevation charges on grain shipments to Duluth and Superior.

The Great Northern is alleged to have billed grain shipments by W. P. Devereux Co. and McCaull-Dinsmore Co. to the Pacific Coast at scheduled rate and actually accepted prepaid rates much less.

If convicted the fines will aggregate a very heavy total. The indictments against the Great Northern and its officers are six in number, made up of 100 counts. On conviction the penalty for each count is a minimum of \$1,000 and a maximum of \$20,000. Thus the fines upon the Great Northern alone will be between \$100,000 and \$2,000,000. The total number of counts in the railroad indictments is 147. The Omaha Road, and its officials, is indicted on 50 counts for rebates to the Spencer Grain Co.

Among those who appeared before the grand jury are R. Troendle of the Rex Elevator Co.; C. S. Corl, bookkeeper for W. P. Devereux Co.; James de Veau, salesman, Carter-Sammis Co.; D. Engstrom, trader, Loomis-Benson Co., and A. E. Chapman, of W. P. Devereux Co.

Defendants will be tried at the April term of court at Minneapolis.

As the members of the grand jury on being dismissed were told to convene again at St. Paul it is almost certain that a searching investigation into rebating in favor of firms other than those already indicted will be instituted.

A first shipment of macaroni wheat amounting to 160,000 bus. was made last month from Boston, Mass., to Piraeus, Greece.

G. S. Connard & Co.'s New Elevator at Elwin, Ill.

To take down and rebuild an elevator is so costly that the enterprise of few dealers is equal to the task; but the firm of G. S. Connard & Co. was not content with a remodeling and decided to have the most up-to-date equipment and arrangements, which could only be secured by rebuilding completely.

The new elevator at Elwin, Ill., which is shown in the engraving herewith, is of interest since it departs from the commonly accepted plan for a country elevator in several particulars.

The house is built on solid cement piers, and has a basement 8 ft. deep thruout, the whole floor of which is to be cemented. The 30,000-lb. hopper scale is built on its own independent foundation. The equipment includes a Morris Grain Drier and an endless belt to convey ear corn either to sheller or crib.

The ground plan given in the engraving herewith shows the three dumps, one

discharging to either of the two stands of elevators, while the ear corn dump feeds an elevator standing at an angle of 45 degrees, which drops the corn into the sheller or, by the turning of a valve, upon an endless belt, to be conveyed to the new cribs just outside of the elevator. The same belt will convey corn back from the crib to the sheller in the elevator. This idea is said to have originated with the builder, J. H. Meyers.

The building is 36x36 ft., with 30,000 bus. storage capacity. It is equipped with Beall Cleaner and has a New Era Man Lift. The two stands of elevators are driven by a 10-in. belt.

In the engine room is the Morris Grain Drier, corn mill, 25-h.p. steam engine and 40-h.p. boiler. The engine house also is a new building, 32x36 ft., of brick, 10 feet from the elevator. A cob room extends the full length of one side, and is filled thru a spout from the elevator. From the corn mill a conveyor takes the product to the elevator.

The Morris Grain Drier comprises a

tank having a capacity of 100 bus. of corn, thru which air heated to 160 degrees is drawn by a 60-in. fan, having a capacity of 10,000 cu. ft. per minute. The air is heated by passing over 1,800 ft. of heated steam coils, and is forced thru the corn for 20 minutes, when cold air is forced thru the corn for 40 minutes, leaving the corn in good condition. The dust from the corn is sold at \$1.50 per load and the cobs are burned, so that nothing is wasted.

The firm of G. S. Connard & Co. is composed of Martin E. Connard, the father; his sons, George S. and Charles E. Connard and W. R. Hopkins. Charles Connard is manager of the grain business at Elwin, while George S. Connard is cashier of the Citizens National Bank at Decatur, the next station north of Elwin on the Illinois Central Ry. This is a good corn territory, and with its new equipment the firm is in a position to ship its specialty, choice milling corn.

A Co-operative Experiment.

The recent closing of the last of a very large number of co-operative stores established many years ago in New England by the Sovereigns of Industry, marks the end of an interesting and at one time very successful experiment in the field where co-operation has met some success, the field of distribution.

At one time there were said to be 300 of these 'co-operative stores thru New England, but with the growth of prosperity their profits declined. The co-operative stores were established, not to gain trade and accumulate profits, but to make low prices. They could not compete with the individual enterprising dealer, with his own profits involved, who was quick to discover the best markets and to cater to them.

The \$25 shares of this last survivor of the 300 once sold for \$125, but of late its business has not been large, and an absconding clerk brot the thing to an end.

The Kansas City Hearing by the Interstate Commission.

Interstate Commerce Commissioners Clark and Lane heard testimony at Kansas City Oct. 22 and 23 on railroad favoritism to operators of terminal elevators. It was shown that:

The tile tanks of the C., M. & St. P. Ry. are leased to the Simonds-Shields Grain Co. at \$200 per month, and the elevator handles the firm's grain free, Mr. Shields also receiving a salary of \$250 per month as the road's grain agent.

Thirty days' advance notice of a 4-percent reduction in grain rates had been given E. W. Shields whereby he sold 1,000,000 lbs. of corn for export at a profit of \$40,000.

John I. Glover pays \$206 rental for the Frisco Elevator, receives \$1.50 for unloading a car and \$3.50 on each car of grain going out.

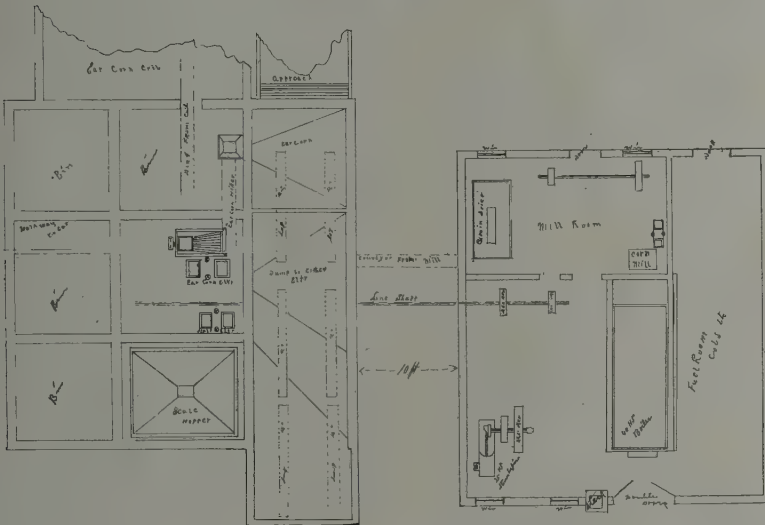
Grain is handled thru some of the Santa Fe elevators free of charge.

T. J. Brodnax had a lease of the Frisco and Memphis Elevators at practically what it costs the railroad to keep the property insured and the taxes paid.

The elevator proprietors at Kansas City, west side, arbitrarily deduct 100 pounds from the weight of the country shipper's grain.

About 15 men who had been called to testify were not heard, for want of time.

Many elevators fall down because the builder fell down on his contract.



Ground Plan of Elevator and Power House.



Elevator and Power House of G. S. Connard & Co. at Elwin, Ill.

Inspecting Scales.

To secure accurate results on any kind of a scale, the primary factor is a solid, unyielding foundation. Obviously a rigid foundation can not be maintained if care is not used by occasionally examining the woodwork to detect decayed parts, especially where the timbers are in contact with moisture or damp earth. Where steel and concrete are used foundation troubles are reduced to a minimum.

There are many scale owners who never think of making an examination of the condition of parts in their scale-pit, and it must be admitted that it is not a pleasant thing to do. But the satisfaction of knowing that the foundation is in good condition with the scale-pit clean, must be worth more than to discover when an expensive scale expert is sent for, that the main levers are clogged and covered with dirt and coal, or possibly some timber weakened by decay until it springs enough under the load to make the scale work badly. All of which might have been prevented by ordinary care. It might be said in this connection that the scale is a machine—more abused and more used than any machine in the grain business.

SCALE LEVEL:—It is of the utmost importance that the scale should be kept in the original level that was established when it was first installed, and by keeping the outside frame and the platform level will generally maintain the original level lines of the main levers of the scale. Also see that the beam box does not settle or tip over so as to derange the true position of the beam and shelf lever.

PLUMB LINES:—It is essential that all perpendicular connecting rods and loops be kept in a plumb position, and also see that there is ample room or clearance where the beam rod passes through the floor to shelf lever or through the beam shelf to the beam, as the case may be, for many times a false balance results from a connecting rod leaning or getting out of plumb so that it touches the side of the hole that is cut through the floor. It is sometimes hard to discover this condition because it might seem that there was plenty of room on a certain sized load. The very next load, be it greater or less, is liable to shift the rod so that it temporarily bears against the wood, and a stiffly working beam results inevitably in incorrect weight.

WORKING OR MOVING PARTS OF SCALES:—It is also imperative that plenty of room or clearance be given around and about very moving part of the scale, as binding causes endless trouble in scale work. There should be at least $\frac{3}{4}$ of an inch all around the scale platform when the scale is light or when heavily loaded. It is said that with so much clearance allowed, there is too much chance for refuse and dirt to fall into the scale-pit; but with the scale-pit kept clean as it should be, the argument is worthless. Any scale expert can relate many experiences with binding platforms that had necessitated expensive trips to find trouble that could have been easily corrected without expense.

When a heavy load is on the scale, a very careful examination should be made about the main levers of the scale to know that there is no bearing on the levers that was not intended by the scale makers. Do not hesitate to crawl into the farthest and darkest corner, for it seems that the most inaccessible place

about a scale is where a binding condition is most likely to materialize.

SCALE BEAM:—The beam should hang level and plumb and be supported by a beam box as solid and rigid as workmanship can make it. Because of the fact that the scale under discussion is a combination of levers compounding so that 1 pound weight on the beam counterpoise standard is able to lift 1,000 pounds on the scale platform, it is plain that the beam has a great advantage in leverage over the platform; hence it is of the greatest importance that the beam should be carefully handled and as carefully guarded against being bent or twisted in any way, for it takes less to cause great weight discrepancies in a scale the closer they are located at or near the weighing beam.

The counterpoise weights, provided the scale is not a compound beam scale, should be kept in perfect seal, for if the weights are light or heavy the results will vary regardless of the possibly otherwise good condition of the scale. The work of sealing these weights can only be done on a sensitive sealing beam, and ought only to be done in a regular scale shop where the facilities for this work are at hand.

Keep the sliding poises on the beam free from dirt, and if there are notches cut in the beam graduated, keep them also clean, for the position of the poise, especially in a compound beam, means everything toward correct weights.

SCALE BALANCE:—No matter what type of scale is used, the best policy is always to keep the scale in balance, then no weigher can go wrong, regardless of his knowledge or lack of knowledge of scales. If he continually maintains a perfect balance after each load, be it gross or tare, the net result will be right, at least so far as questions of balance are concerned.

Much can be said about this question of the balance of a scale and the result thereof, but unless the scale operator is willing to devote time enough to the subject to learn all that is implied by the false balance, the direct or reverse balance as applied in scale testing, he will avoid difficulty by doing as intimated before, viz., see that his scale is kept in perfect balance. Then, again, the balancing of a scale shows the operator the working condition of his scale beam and shows him whether it is working easily and naturally or whether it is moving in

a stiff or sluggish manner which is liable to indicate one of many wrong conditions in the scale mechanism.—C. C. Neale in the *N.-W. Coal Dealer*.

The Co-operative Fever.

BY FRED C. LANG.

Is the "co-operative" fever dying out among farmers, or have the companies already established profited by experience and begun to put their business on a sounder basis than in previous years? We certainly seem to hear less about them. Not a few such concerns appear to have been taken into the brotherhood as regular dealers and to be conducting themselves in a sane and normal way.

Perhaps some of this is due to the fact that an increasingly large number of these companies are now "co-operative" only in name, the stock having been acquired by a few individuals. That, in truth, has been the tendency right along, and if the movement does not fall of its own weight, as such movements usually do, it will undoubtedly come to this, when the less provident Esaus have retired in favor of the craftier or more steadfast Jacobs identified with every benevolent scheme of this sort.

It is really a beautiful illustration of the working out of the socialistic theory, which contemplates a fair and equal division of the fruits of labor. The start may be made all right, but the finish will find a mere handful at the winning post, or, quite likely, one sturdy and expert runner, with the wealth of the entire "bunch" tightly clenched in his fist.

Many an honest tiller of the soil has joyfully acquired stock in a co-operative elevator company, merely to find at the end of a short time that he was paying assessments instead of receiving dividends, and has been glad to unload upon someone else willing to assume the burden, who, when he has been sufficiently weighted in this manner, suddenly finds that the property can be made to pay handsomely as long as he alone is compelled to groan under its ownership. Co-operation is fast compelling not a few poor managing directors to assume responsibilities of sole control, of which nothing was said in the original by-laws.

Durum wheat has advanced in price several cents since Sept. 10, tho its movement to market has been the heaviest on record.



The McMorran Bros. Co. Elevator at St. Paris, O.

The Wheat Situation.

BY JULIUS H. BARNES.

Conditions surrounding the making of the wheat price have shown a radical change in the last six weeks. At that time practically every one in the grain trade believed that we had secured a large Northwestern crop immediately after what was generally acknowledged to be a large winter wheat crop, and estimates were made of an exportable surplus to press from America, which in the light of recent developments seem to have been far too sanguine. Day after day the Northwestern wheat receipts at the primary markets have been disappointingly small, and week after week explanations have been put forth explaining the lack of pressure until every reason has been disproved except the undoubted scarcity of cars, yet this is a complaint which is heard every year.

Whatever the reason, it has had the effect most probable under the circumstances—viz.: a steady advance in the price of spot grain. On Sept. 10 Duluth spot No. 1 northern wheat sold at 70c. and on the same day the bearishly inclined speculator could sell for May delivery at 75c. This is a handicap in the favor of the short seller, which he is always glad to appreciate—viz.: that with a consuming price level of 70c, either the whole consuming level must advance by May to 70c or, what is generally more probable, his sales for May delivery will be worth only 70c when that time matures. To make the changed conditions more striking, compare the consumptive level for Duluth No. 1 northern Sept. 10 at 70c to the speculative May delivery in Chicago on the same date at 76c.

We are exporting and milling Duluth No. 1 northern at 77½c, while Chicago May is 78½c; that is, the consumptive level has advanced 7½c, while the speculative level has advanced only 2½c, and the bear operator has lost 5c of his relative advantage. This, too, in the face of what should be the heaviest season for crop movement of spring wheat.

Look also at durum wheat, which on

Sept. 10 sold at 61¼c and today is finding an export trade at 67½c. The most gratifying feature of the durum price advance is that it shows a steady consuming market for this grain, the growing of which has greatly extended in our section.

As to the export trade in wheat, this has been larger than generally admitted. America is furnishing 40 per cent and more of the world's shipments each week, wheat and flour, and the foreign markets are not independent of American supplies this year as they have been for the past three years. Broadly speaking, America is selling them wheat too cheaply, and would sell them just as much on a higher price level as at this.

The export trade in wheat has been perhaps more severely handicapped this fall than ever before by the Eastern car situation. With the new interstate commerce law the railroads will no longer contract grain that they are unable to handle, even if the shipper is willing to pay the elevator storage and insurance charges. Such a charge by a railroad would be discrimination and a charge in excess of its tariff, so that they are forced to adopt the policy of refusing to book or contract grain, except as they are able to move it. This has made times this fall when an exporter of grain actually had no route and no means for days at a time of getting grain from Buffalo to the seaboard. What would have been the situation had we had a really large crop pressing and moving from the Northwest is better left to the imagination.

Gasoline engine valves should be timed correctly; but with the larger engines it is advisable when starting to adjust the point of ignition a little later than when the engine is regularly at work.

H. Heyn stated before the Louisiana Planters Ass'n Oct. 11, that he figured the cost of making alcohol from molasses at 20c per gallon, which would give the planter 6c for molasses, where he now receives but 2 and 3 cents.

A New Grain Scale Ticket.

A new grain scale ticket has been devised by Geo. B. Powell, Chief Weighmaster at Omaha, Neb., with the hope of reducing the opportunity for error.

Mr. Powell has gone one step farther than any other weighman in his effort to check against error by requiring tallymen to enter each separate weight used in determining each part of load. By requiring tallymen to make such entries, it will be almost impossible for an error to occur in recording of weight, and if an error is made, it will be a very easy matter to detect it.

The entering of the different weights also compels the tallyman to check his own work. If the impression made by the patent register on the forked end of the ticket does not agree with the total obtained by the tallyman, it will be easy for him to detect the error before it is too late to investigate.

The only way a loss could occur where this system is in force would be by leaving grain in car, pit or leg. However, it is the intention of the Omaha Dept. to inspect closely these receptacles and see that all are thoroughly cleaned before grain in hopper is weighed.

Mr. Powell contemplates having the form of ticket copyrighted. The lower extension part of ticket will be made about one inch longer than the upper extension so as to permit tallyman to indent weight of second draft on the same side of ticket as the first draft.

The Omaha Weighing Dept. has been placed entirely under the supervision of Mr. Geo. B. Powell, a start being made with nine tallymen and a record clerk. This effort to give correct weights to country shippers will surely be appreciated and inure to the benefit of the Omaha market.

A Montana farmer put his irrigation pumping station on a flatboat to irrigate his three ranches on the Missouri River. The boat moves by its own power and is never left high and dry by the shifting of the course of the treacherous Missouri.

Impression First Draft	<h2 style="margin: 0;">OMAHA GRAIN EXCHANGE</h2>	Unloaded at																						
	Car No. _____ Initial _____																							
	Date Weighed _____																							
	Grain and Grade _____																							
	Denomination of Weights Used																							
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">First Draft</th> <th style="width: 50%;">Second Draft</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr> <td style="text-align: center;">Total First</td> <td style="text-align: center;">Total Second</td> </tr> </table>	First Draft	Second Draft																			Total First	Total Second	
First Draft	Second Draft																							
Total First	Total Second																							
Impression Second Draft	Geo. B. Powell, Chief Weighmaster																							
	Weight of Load _____																							

Grain Trade News

ARKANSAS.

Ft. Smith, Ark.—G. H. Benton & S. W. Garrett have purchased machinery and contemplate building an eltr.

CANADA.

Fort Saskatchewan, Alta.—The Alberta Grain Co. has erected an eltr.

Crystal City, Man.—I am no longer in the grain business.—J. F. Greenway.

Bethune, Sask.—Richardson & Sons' big eltr. is now in operation. Jack Creevy is mgr.

Emerson, Man.—A government inspector, for all wheat going over the Canadian Northern Ry. to Duluth, has been appointed here.

Roland, Man.—Tom Lyttle, mgr. for the Winnipeg Eltr. Co., is very ill with typhoid fever. Hopes are now entertained for his recovery.

Tiffin, Ont.—The Grand Trunk-Pacific Ry. has engaged John S. Metcalf & Co. to make plans for a 2,000,000-bu. fire-proof grain eltr. for erection here.

Fort William, Ont.—The Grand Trunk-Pacific R. R. Co. has engaged the Barnett & Record Co. to make the plans for a 2,000,000-bu. fire-proof grain storehouse.

Kenora, Ont.—The Maple Leaf Flour Mills Co., of Winnipeg, will build a 300,000-bu. grain eltr. and modern flour mill at this point. Electricity will be used for propelling the machinery.

Winnipeg, Man.—The Grain Commission is holding sessions at interior points to investigate grievances of grain growers. At Portage la Prairie growers testified to poor service by the railroads in handling cars at terminals.

Montreal, Que.—The Sherwin-Williams Co., of Cleveland, O., has completed its linseed oil plant which has been under construction for 6 months. The company is also erecting a large eltr. and 3 steel tanks with capacity of 150,000 bus. for storing the seed.

Winnipeg, Man.—The 67 memberships in the Grain Exchange, which were unsold last spring when the cost of a seat was advanced to \$2,500, have been disposed of, applications pouring in rapidly on the announcement that the price was to be advanced to \$3,000 Nov. 1.

Winnipeg, Man.—The Grain Growers' Grain Co., a co-operative concern, has been expelled from the Grain Exchange for violating the rules. The company charges the regular commission on grain received and sold, but at the end of the year rebates the profit to the 1,400 shareholders.

Winnipeg, Man.—The advisability of installing an alcohol factory is being considered by the Northwest Grain Dealers Ass'n, since the eltrs. of members use between 250,000 and 300,000 gallons of gasoline annually, and the price of gasoline is expected to advance on account of the rapidly growing demand.

Indian Head, Sask.—Three charges of violation of the Grain Act were heard Oct. 30. Fred Holden, agt. for McLaughlin & Ellis, pleaded guilty of securing a name as an applicant for a car, and was fined \$50. John Hutton, a farm

hand, was fined \$50 for securing a car and \$25 for transferring a car placed to his order.

Montreal, Que.—The Corn Exchange has been requested by the New York Produce Exchange to adopt a uniform rule in regard to last half and first half of the month on exports of grain. A majority of New York exporters favor making the first half up to midnight of the 16th in uneven months, and up to the 15th in even months. If adopted in New York the Corn Exchange will agree.

Viriden, Man.—The Farmers' Eltr. Co.'s eltr., containing 27,000 bus. of grain, collapsed Oct. 21. The loss is estimated at about \$10,000 and Simpson Bros., the heaviest stockholders and who operate the plant, are the greatest losers. Tenders for repairing or rebuilding with material from the old building have been advertised for some time. The construction was defective and on a poor foundation.

Colborne, Ont.—It is said the government has postponed its plans to build a large eltr. and will accept a guarantee from the Grand Trunk Ry. that a large and well equipped eltr. will be built immediately by the road. The Dept. of Railways and Canals has decided that the storage of the new house is to be 800,000 instead of 2,000,000 bus. The additional 1,200,000 bus. of capacity is to be added a year later, if found necessary.

WINNIPEG LETTER.

Pense, Sask.—Jos. Coe is building a 45,000-bu. warehouse.

Windhorst Sta., Sask.—The Northern Eltr. Co. of Winnipeg, is erecting an eltr.

Yellow Grass, Sask.—The new western Canada Flour Mills eltr. is receiving grain.

Moinville, Alta.—A. A. Woodward is completing a 40,000-bu. eltr. for the J. H. Garipey Co.

Fort Saskatchewan, Alta.—The eltr. here is about finished and will receive grain on the 15th.

Macleod, Alta.—The new mill eltr. and the Alberta Pacific Eltr. Co.'s eltr. are completed and handling grain.

Maidstone, Sask.—Eltr. building still continues. The British American Co. is erecting a 50,000-bu. storehouse.

Weyburn, Sask.—N. D. McKinnon & Co. are rebuilding their eltr. which collapsed last month and caused them heavy loss.

North Battleford, Alta.—The last eltr. to be built this season is completed and receiving grain for the Canada Flour Mills Co.

Congor & Co. are erecting eltrs. along the Soo line in Canada; the members of the firm are from Iowa. They have eltrs. already at Wilcox, Drinkwater and Rouleau, all in Saskatchewan.

Vancouver, B. C.—The Vancouver Grain Co. has elected A. F. Sutherland, pres., G. V. Fraser and Frank Burnett, Sr., directors, and J. Hall, mgr. and will erect a large eltr. at False Creek.

Winnipeg, Man.—Mgr. Morgan states that work on the 15 grain houses of the British American Eltr. Co., in the west is

progressing rapidly. They will be ready to handle grain by the middle of the month.

Large quantities of wheat are being shipped to the states via the new Great Northern branches recently opened in Man., the Midland running to Portage la Prairie and the B. S. and H. B. to Brandon.

The Saskatchewan Eltr. Co. in which Edward F. Swift, of Chicago, is a large shareholder, has completed eltrs. at Warman, Bruno, Wadena, Dalmeny, Fielding, Langham and Humboldt, all in Sask. on the Canadian and Northern Ry. and will handle 1,000,000 bus. this year. For next year plans have been prepared for the erection of 50 additional storehouses, each with a capacity of 150,000 bus.

Winnipeg, Man.—The total amount of wheat in western Canada marketed during Sept. and Oct. was 40,000,000 bus., compared with 34,000,000 bus. for the same period last year. The quality of the wheat is much higher than last year, although considerable more smutty wheat was received than last year. The car shortage is growing worse and great loss will result to shippers this month.

Frank Fowler, secy. of the Northwest Grain Dealers' Ass'n., states that "the Winnipeg market is rapidly increasing and the volume of trade is greater than last year or any previous one. There seems also to be a great deal of interest taken in our grain market in Chicago and Minneapolis. I believe that arrangements are being made with a view to having a direct interchange of quotations with these markets and once this becomes an established fact it will mean double the business for the Winnipeg market. I see no reason why in five years we should not have the biggest grain market in the world."—C.

CHICAGO.

The Chicago public warehousemen's pool is described on page 541.

Memberships in the Board of Trade are selling at \$2,300.

Albert Schwill & Co. will build a 150,000-bu. addition, costing \$65,000, to their malt house.

"Col." Carr is a great believer in scooper shipments of grain, providing they are consigned to him.

Another petition for a reduction in the commission from $\frac{1}{4}$ to $\frac{1}{8}$ cent is being circulated, and is being signed by many members.

The embargo against shipments of hay to Chicago from points on the St. Paul and Northwestern roads is cutting down the receipts.

The grain door of every car received at the plant of the Glucose Sugar Refining Co. has to be smashed in because the platform is too high to permit the workman to get under the door with the bar.

Walter A. Morse, an old member of the Board of Trade, is recovering from an operation removing his right eye. While working in his laboratory recently a small bit of steel penetrated the ball, destroying the sight and rendering the operation necessary to save the other eye.

The American Milling Co., of Philadelphia, Pa., operating molasses feed factories at Peoria, Ill., and Linden, Ind., contemplates erecting near Chicago a grain eltr. of 1,000,000 bus. storage capacity to carry a supply of raw materials.

The local trader who tells of a cash handler of corn and oats in central Illinois

hedging trades amounting to 1,000,000 bus. a year in bucket-shops, robs his statement of all force by failure to give the alleged cash handler's name.

Two jokers, on the Board of Trade, have been sentenced to a 5-days' vacation from all trading privileges by Pres. Fitch, who thought that the Japanese snuff which the offenders threw about the wheat pit caused a little too much sneezing for the good of business.

My traveling men report that Memphis is buying oats and corn from Iowa points, situated on the Illinois Central, because of the lower freight rates in effect to Memphis. In view of the fact that we have a man here to regulate those things, I believe some action ought to be taken to remedy the trouble.—M. E. Cooke.

The violation of rules committee has decided that card bids sent to non-resident members of the Board of Trade based upon the call prices are subject to a deduction of members' rates of commission. Consequently a country shipper who happens to be a member of the Board is entitled to a higher bid, equal to a 1/2 cent better.

The directors of the Board of Trade have ruled that a solicitor may work for two employers, soliciting consignments for the one and orders for future delivery for the other, provided the employer paying the salary agrees in writing that he will not receive any orders for futures from him, and consents to his employment for such business by another employer.

After the several conferences with members regarding the unfavorable conditions affecting the local market, Pres. Walter Fitch appointed a committee, with Chas. L. Raymond as chairman, to investigate whether the line eltr. men have agreements with the railroads discriminating in favor of the big firms. The committee has issued an invitation to members to present to it "statements of fact."

Applications for transfer of memberships have been very few the past two weeks. From Oct. 26 to Nov. 7 only four members gave notice of their intention to sell their certificates. They are Adolph P. Loveman, Thos. C. Bishop, Jacob Schreiner and Leroy P. Davis. A. Richard Frank and Joseph W. Danforth have applied for membership. The directors of the Board of Trade have approved the application of B. P. St. John, Joseph E. Blenkins, Chas. S. Williams, Harlow B. Spencer and Albert H. Wood.

Since the elevator pool among the Chicago public warehousemen was canceled the former members of the pool are taking grain away from one another in a manner that is shocking to the victims. One elevator man who put 750,000 bus. of corn into his house expecting to earn storage, already has been forced to deliver out practically all of the corn to a competing eltr. Another eltr. man finds that 95 per cent of his grain has been taken away from him by two of the biggest eltr. firms.

The call committee has declared it to be a violation of the rule to send out bids below the call quotations on corn and oats. It has been generally understood that no member could bid higher than the closing call; but it was news to many that they could bid no less. In fact, the member who asking for the ruling was one of the workers for the establishment of the call in June last. Observers of the trade on the call will note that the transactions are light. This is because the prices are too high to suit some of the big firms, who formerly bot

on low card bids to country shippers. Now their bids to the country must be as high as the full call price, less commission and freight.

John F. Howard, who has been connected with the cash grain business of Chicago for a number of years, died at 12:30 a. m. Nov. 1, of pneumonia. Jack, as he was popularly known to nearly every one on the floor, suffered from several hemorrhages fully ten years ago when representing Arthur Sawers on the road, and spent the following winter at San Antonio, Texas. For a number of years he was with Merrill & Lyon, doing business on joint account. In the last two years, he has been operating on joint account with W. A. Fraser Co. That he had won a warm place in the hearts of his fellow-members was shown by an early suspension of business in the cash section on the day following his death and the decorating of his sample table with American Beauties. In the afternoon most of the habitués of the sample market and many of the pit traders attended his funeral at the Lexington Hotel. After the funeral services had been conducted, H. S. Greeley voiced the kindest sentiments of the boys on 'Change for their lost friend. John Howard always respected the spirit and the letter of his contracts. His affable manner and courteous respect for every one he knew won for him a host of friends and he will long be missed and mourned from his place on the floor.

IDAHO.

Caldwell, Ida.—Drennan & Baker have gone into the grain and feed business.

ILLINOIS.

Tampico, Ill.—E. C. Boyer will install a new set of scales in his eltr.

Tuscola, Ill.—The Farmers' Eltr. Co., whose eltr. burned Oct. 21, will rebuild at once.

Lostant, Ill.—Herman Vallmar, of Kings, will have charge of the Illinois Granaries Co.'s eltr.

Secor, Ill.—A. K. Sills, of Indianapolis, has purchased P. A. Felter's eltr. and will take possession March 1.

Mt. Carmel, Ill.—The Princeton Eltr. Co., of Princeton, Ind., incorporated, capital stock in Illinois, \$5,700.

Rochelle, Ill.—William Hines, of Lindenwood, has succeeded George Stokes as mgr. for the Neola Eltr. Co.

Farmersville, Litchfield, P. O., Ill.—C. B. Munday & Co. are storing their corn in cribs while repairing their eltr.

Pekin, Ill.—V. P. Turner, of the Turner-Hudnut Co., was married Oct. 31, to Miss Emma Coons, of Chillicothe.

Isabel, Ill.—Bartlett, Kuhn & Co. have completed a 40,000-bu. storage crib. They have also established a lumber yard.

Ashkum, Ill.—M. R. Meents is having repairs and alterations made by the Burrell Engineering & Construction Co.

Piasa, Ill.—Masters & Fuller have sold their eltrs. at this point and at Fidelity to J. T. Darneil, who will reside here.

Curran, Ill.—C. B. Munday & Co. have bot Hugh McRobert's eltr. on the C. P. & St. L. Ry. Daniel Commerford will be mgr.

Lane, Ill.—Hardsock & Jennison will rebuild their eltr. burned Oct. 14. The insurance will not cover the cost of the new eltr.

Buckingham, Ill.—I have sold my eltr.

at Reddick to Berger & Cooley and have bot A. A. Armatage's eltr., here.—W. J. Herscher.

Morrisonville, Ill.—The farmers in this vicinity are contemplating forming a stock company with \$10,000 capital to build a large eltr.

Martinton, Ill.—The grain dealers are distributing cards to the farmers, warning them to pick out rotten and mouldy corn before shelling.

Mattoon, Ill.—Grain dealers of Coles and Douglas counties met at the Dole house Oct. 26 and were addressed by Secy. S. W. Strong.

Cairo, Ill.—The Sam'l Hastings Co. has bot 10 acres of land on the I. C. R. R. and will build a brick warehouse 250x120 ft. for hay, oats and corn.

Latham, Ill.—Kauts & Maus have completed the 25,000-bu. house here. The work was done by the Burrell Engineering & Construction Co.

Lake Zurich, Ill.—Smith Bros., of Carpenterville, have bot and taken possession of Henry Seip's eltr. and business. They will remodel the mill.

Harvel, Ill.—Harvel Grain, Hay & Supply Co., incorporated, capital stock \$14,000; incorporators: E. W. Bockewitz, T. S. Edwards and Daniel Pope.

Shannon, Ill.—F. S. Brame, manager of the Shannon Grain Co., who disappeared with \$2,000 of the company's money, has been located in Nebraska.

Taylorville, Ill.—The Farmers' Grain Co., recently incorporated, of Stonington, has purchased the eltr. belonging to Mansfield & Co. of this place, for \$12,000.

St. Joseph, Ill.—George Schuman has accepted the position at the eltr. of Swearingin & Walker, formerly occupied by Elmer Ingram, who will go to Indiana.

Monticello, Ill.—Harry Knight of the Knight Grain Co. has sold his shares of stock in the co-operative farmers' company known as the Monticello Grain Co., for \$150.

Oakland, Ill.—J. T. Sims is remodeling and making up to date in every way, the eltr. he recently purchased from A. E. Thomas.—O. K. Burton, agt., Bartlett, Kuhn & Co.

Lincoln, Ill.—The Gordon Mill & Grain Co. complains because the Chicago & Alton has no switch leading to its plant, and it is compelled to load grain from wagons into cars.

Lincoln, Ill.—Two sharpers giving their names as Geo. Bayless and E. G. Le Compte have been victimizing grain dealers by selling lots at Morrison, Okla., which they do not own.

Kemp, Ill.—The National Eltr. Co.'s eltr. containing 20,000 bus. of grain, burned Nov. 5. About 10,000 bus. of grain was saved. The fire originated in the dust house and spread to the eltr.

Goodwine, Ill.—The Bryce Farmers' Grain Co., recently incorporated, has bot J. B. Wilson & Co.'s eltr., warehouse and scale for \$8,500. J. W. Meier has been elected pres. and B. F. Hislop, secy. of the concern.

Alton, Ill.—Instead of taking apart and re-riveting the whole of the steel tank eltr. which recently collapsed, the Sparks Milling Co. will have the intact upper part raised by jack screws, and the broken plates inserted.

Suits for freight overcharges aggregating millions of dollars are being brot against railroads in Illinois by the Illinois Freight Audit Co., under an old law

giving right to sue for three times the alleged overcharge. Another of the Illinois statutes prohibits a railroad from charging more for a short than for a long haul.

Blue Mound, Ill.—The firm of Hill Bros. & Crow, owning 5 eltrs.; 2 here and 1 at Stonington, Willey and Raymond, has been dissolved. E. W. Crow & Co. will operate the eltrs. here and Hill Bros. those at the 3 places named.

DeLand, Ill.—Wm. G. West has completed the 20,000-bu. eltr. to be operated in connection with the old eltr., the gasoline engine in which will drive both plants. The work was done by the Burrell Engineering & Construction Co.

Knoxville, Ill.—Chas. Wyman and M. T. Burnside have engaged in the grain business here under the name Wyman & Burnside. Their new 15,000-bu. eltr. will be completed by this month by the Burrell Engineering & Construction Co.

Roanoke, Ill.—N. R. Moore has sold his eltrs. and business here to J. P. Garber, who will take possession on May 1, and has taken charge of the eltr. of N. H. Kiernan at Galesburg. Mr. Moore also owns eltrs. at Ponema, Surrey, Cameron and Ormond.

Aurora, Ill.—George Longenbucker, 19 years old and employed in the grain eltr. of the C., B. & O. Ry., was precipitated into a bin of chaff where he was smothered. His absence was noted and body found 8 minutes later. He stepped on a crust that broke under his weight.

Atlanta, Ill.—The eltrs. bot of Ouigg, Tanner & Co. at Atlanta and Ward & Murphry at Mt. Joy will be operated by A. B. Applegate and J. A. King, under the name Applegate & King. The latter was a member of the firm O'Hara, King & Co. at Carlock, which has been dissolved.—J. A. King.

Streator, Ill.—W. H. Boys of this place has been appointed a member of the Illinois Railroad & Warehouse Commission. Mr. Boys was born in Marshall county in 1862 and since 1886 has been engaged in the practice of law. For a year he was assistant in the office of the attorney general of the state.

Gardner, Ill.—Chas. E. Drew, of the firm Hargraves & Drew, which recently purchased R. D. Fuller's eltrs. here and at South Wilmington, manages the house here and his son, Cyrus Drew, the South Wilmington eltr., while Geo. E. Hargraves divides his time between other houses of the firm at Cullom and Manhattan.

Edwardsville, Ill.—Dippold Bros. are occupying their new eltr. which is trapezoid in form and completely covered with galvanized iron. The ground lines are 64x104x100 ft., the first floor having 4,525 sq. ft. of space. The drive and the dump 12x70 ft. are enclosed. The eltr. has about 20,000 bus. capacity. The conveyors are driven by electric motors.

Pontiac, Ill.—C. L. Aygarn, who at one time was in the grain business here, has been indicted by the grand jury of Livingston county for selling property not his own. He bot a piano on time, but was not to get title until it was paid for. However, he did not hesitate to sell it for cash. Mr. Aygarn was one of Attorney Marble's star witnesses before the Interstate Commerce Commission recently.

The 14th annual meeting of the Illinois Grain dealers' Ass'n. will be held June 11 and 12, 1907, in the banquet hall of the Auditorium hotel, Chicago. Headquarters will be on the 2d floor of the

hotel. The time and place were decided Oct. 25 at a meeting of the committee appointed by the directors of the Ass'n., and consisting of Pres. E. M. Wayne, Secy. S. W. Strong and J. L. Brainerd.

Dwight, Ill.—The line of eltrs. on the I., I. & I. R. R. from Kankakee west, formerly the property of the Paddock-Hodge Co., now is owned and operated by the Illinois Granaries Co., which recently was incorporated. George B. Hager is the manager of the 11 houses, with headquarters here. The officers of the company are I. A. Merritt of Buckley, pres.; Geo. White of Chicago, secy., and H. A. Rumsey of Chicago, treas.

The Illinois Manufacturers' Ass'n declared in favor of a reciprocal demurrage law Nov. 2 by instructing Secy. J. M. Glenn to call a conference at Springfield to draw up a bill to be presented to the legislature. S. W. Strong, secy. of the Illinois Grain Dealers' Ass'n, recently appeared before the directors of the manufacturers' ass'n and obtained their co-operation. At the Springfield conference the manufacturers will be represented by a committee composed of La Verne W. Noyes, C. F. Wiehe, Peter Casey, L. C. Blanding, Adolph Mueller, and J. M. Glenn. The members of both ass'ns can be relied upon to support the demand for fair car service rules, and reciprocal demurrage, that will give relief from the extortion under the present arbitrary rules.

INDIANA.

Williamstown, Ind.—Miller & Hinton have installed a 3-high feed mill.

Evansville, Ind.—E. Goeke was sadly bereaved by the death of his wife, Oct. 30.

Angola, Ind.—Charley Blaney has bot the grain and feed business of T. R. Gilbert.

Akron, Ind.—The Akron Milling Co. will build a mill and eltr. costing about \$20,000.

Lowell, Ind.—J. A. Kimmel has succeeded L. Keilman & Co. Mr. Kimmel was a member of the firm and the mgr.

Zionsville, Ind.—L. B. Thomas & Son of Willow Branch, Ind., have bot thru John A. Rice, the new eltr. and mill of J. T. Sims.

Baldwin, Ind.—We have sold the Baldwin and Tillman houses to Strauss Bros. & Co. of Ft. Wayne.—The Paddock Hodge Co.

La Porte, Ind.—J. B. Rupel & Co. have improved their eltr. to make unloading easier for the farmers.—John Wambaugh of Rolling Prairie.

Clanricarde, Kouts P. O., Ind.—We have completed our eltr. and have bot 75,000 bus. of corn.—W. F. Cook, mgr., McWilliams Land Co.

Rolling Prairie, Ind.—I have placed a new dump in my eltr. I now have 2 dumps and am ready to handle any kind of grain.—J. Wambaugh.

South Whitley, Ind.—H. L. Combs, for many years in the grain business here, has moved to Huntington and engaged in the life insurance business.

Vandalia, Ind.—Howard Hoodlemyer, lately in the employ of LaDue & Carmer of Auburn, has leased an eltr. and will engage in business for himself.

Indianapolis, Ind.—The White-Howard Grain Co., incorporated, capital stock \$2,000; incorporators: Thomas A. White, Wm. A. Howard and Barbara R. White

Hammond, Ind.—The Frank Wilder

Co., incorporated, capital stock \$10,000; incorporators: Frank Wilder, J. Wesley Reed and Edwin W. Bump; to construct grain eltrs.

Shirley, Ind.—T. H. New, of Greenfield, and Walter S. Ham, to accommodate their increasing business, will build a larger eltr. in the spring on the site of the present building.

Dublin, Ind.—D. L. Woodard is annoying the regular dealers thruout the vicinity by scooping wheat, which he is said to dispose of to the Champion Roller Mills at Richmond, Ind.

Ft. Wayne, Ind.—Julius Nathan of this place and Ben Levy will form a partnership to engage in the grain business Jan. 1. They have bot two eltrs. of the United Grain Co. and intend to buy more.

Westville, Ind.—Rogers & Link have had a proposition before the Monon R. R. to build an eltr. on the company's ground for some months and have not yet been able to get the road to pass upon it.

Decatur, Ind.—Walter H. Gillette, mgr. of the Decatur Lumber Co., has entered the employ of E. L. Carroll to handle the office work, enabling Mr. Carroll to look after the outside grain business.

Goshen, Ind.—We find the demand for flour fairly good and are running full time. Mill feed is in phenomenal demand with prices much higher.—Frank E. C. Hawks, pres., Goshen Milling Co.

The J. T. Sims Grain Co. has bot the part of the United Grain Co.'s line of houses at the following stations on the I., I. & I. Ry.: Hamlet, Knox, North Judson, San Pierre, Dunville, Wheatfield, Stuartsburg, De Motte, Schneider and Illinois. The sale was negotiated by John A. Rice.

Ashgrove, Ind.—Crabbs-Reynolds-Taylor Co.'s eltr. containing 24,000 bus. of oats and 3,000 bus. of corn, wheat and rye, burned at 3 o'clock a. m., Oct. 27, causing a loss of \$25,000. The building had capacity of 40,000 bus.; was valued at \$10,000, and was insured for \$7,000. The loss on grain is also covered by \$6,000 insurance.

Winchester, Ind.—The White River Grain Co., incorporated, \$8,000 capital stock; incorporators: Harvey E. McNees, pres., Jarvis Cleland, vice pres., C. L. Northlane, secy. and treas. and C. S. Pierce. The company has purchased the eltr. of McNees & Brooks and took possession Nov. 1 with H. E. McNees as mgr. The company will build several up to date eltrs.

Indianapolis, Ind.—Reciprocal demurrage will not be enforced by the State Railroad Commission on account of the doubtful construction of the new law on this point, which it is expected will be remedied by the general assembly about to convene. When the amendments come before the assembly shippers should urge upon their representatives the necessity of making demurrage rules reciprocal.

Terre Haute, Ind.—Bartlett, Kuhn & Co. are overhauling and preparing the Vigo eltr., the work being done by Jas. Stewart & Co., who are building a new power house, installing a 500-h. p. Corliss engine and also building an ear corn receiving plant with capacity for receiving four car loads of ear corn simultaneously. A Western Sheller and Stuhler Grain Purifier are also being installed.

Lafayette, Ind.—The publishers of the *Evening Courier* have been asked to make a retraction of the statement made regarding Bennett Taylor, candidate for county treasurer, which gave the impres-

sion that his firm dictated prices to be paid farmers for grain. Mr. Taylor viewed the statement as a campaign story not worthy of notice, but his firm, the Crabbs-Reynolds-Taylor Co., threatens to bring suit.

Indianapolis, Ind.—In the suit of the Indiana Veneer & Lumber Co. against the B. & O. R. R. Co., the State Railroad Commission has ordered the rules of the Indiana Car Service Ass'n to be changed to make them reasonable, specifying that: Railroad carriers within 24 hours must give notice of arrival and place cars for unloading. After the expiration of 48 hours from 7 a. m. next following notice of arrival and placement a charge of \$1 per day shall be made. The shipper shall be allowed separate periods of free time for the loading of cars bunched in delivery by the delay of the carrier in filling orders; and consignee is likewise allowed additional time when cars are bunched. In severe weather reasonable additional free time shall be allowed. The car service manager shall promptly investigate affidavits by shipper that he was prevented from loading or unloading within the free times on account of specified fault of carrier; and until such investigation is made car service charges and penalties can not be enforced. Sundays and holidays are excluded from calculations of free time. These rules must be posted in each station or kept on file for inspection by shippers. The new rules will become effective Dec. 1.

INDIANAPOLIS LETTER.

Covington, Ind.—Thos. Bodine is increasing the storage capacity of his eltr. 20,000 bus. and putting in 4 new dumps.

Advance, Ind.—F. J. Baird has bot the interest of J. C. Jordon in the Advance Grain Co. and will manage the business.

Trafalgar, Ind.—J. H. Richey is putting in a Western Sheller and Cleaner and will be prepared to handle new corn. Heretofore he has shipped ear corn only.

The first consignment of new corn arrived on this market Oct. 27 and graded no grade on account of being soft and wet, otherwise it was good, being comparatively free from rotten or damaged grains.

Kempton, Ind.—J. C. Jordon will manage the 100,000-bu. eltr. and flour mill recently purchased by himself and father, H. L. Jordon, of Colfax, from M. J. Lee. They were formerly the owners of the Advance Grain Co.

Curtisville, Ind.—Geo. C. Wood's new eltr., replacing the one burned last July, is about completed. The boiler and engine from the old plant have been overhauled and put in the new building. A Constant Sheller and a Beall Rotary Cleaner have been installed.

Linden, Ind.—The Crabbs-Reynolds-Taylor Co. has its new plant well under way. It is a 25,000-bu. cribbed building. The machinery will be taken from the company's old eltr., here, which will be torn down. The power is in a brick building attached to the driveway.

Freeland, Freeland Park P. O., Ind.—Grogan & Harrington, a new firm, have almost completed a 25,000-bu. eltr., a cribbed building equipped with Constant New Sheller, a Cornwall Cleaner; and a 25-h. p. gasoline engine in a cement block power house detached from the eltr. Mr. Harrington is a grain man from Otterbein and Mr. Grogan, a farmer living in this vicinity.

Wellsboro, Ind.—Sam Finney, of Chicago, will soon have his 50,000-bu.

cleaning house, here, in operation. Most of the machinery and materials used have been taken from his plant, in Judyville, which was torn down. While equipped to handle local grain the construction is primarily for cleaning, with car moving and unloading machinery, 100,000-lb. hopper scales, passenger lift and everything up to date. It is located in the Grand Trunk Ry.—D.

INDIAN TERRITORY.

Bradley, I. T.—The Bradley Eltr. Co.'s 20,000-bu. cribbed eltr., built by P. H. Pelkey, is completed.

Okemah, I. T.—The Okemah Mill & Eltr. Co. is erecting a 20,000-bu. eltr. P. H. Pelkey is the builder.

Warner, I. T.—A 15,000-bu. corn eltr. for the New State Mill & Eltr. Co. is being erected by P. H. Pelkey.

Chickasha, I. T.—The Chickasha Milling Co. has installed corn machinery and larger gasoline engines in its plants here, at Pocassit and Verden, Okla. P. H. Pelkey did the work.

Marlow, I. T.—Schiel & Co., of Yukon, Okla., have purchased the right and the material for the 20,000-bu. eltr. begun by Clift Bros., of Hastings, Okla., and will increase the capacity to 50,000 bus.

IOWA.

Burdette, Ia.—Moore Bros. have bot E. G. Simpson's eltr.

Zearing, Ia.—We have succeeded N. R. Clift.—Haase Bros.

Dumont, Ia.—Geo. L. Mork is the new mgr. for E. R. Dibble & Co.

Woden, Ia.—Bert Greenfield is the new mgr. for the Ober-Kingsbury Co.

Matlock, Ia.—The Western Eltr. Co. will build an addition to its eltr.

Eagle Grove, Ia.—The Farmers' Eltr. Co. is building a number of cribs.

Lacey, Ia.—Charles Martin has formed a partnership with George Tudor.

Halbur, Ia.—A hog buyer here is using an old freight car for a corn crib.

Farnhamville, Ia.—The Farnhamville Farmers Eltr. Co. has been incorporated.

Britt, Ia.—Hugh Mullen, of Hutchins, is the new mgr. for the Reliance Eltr. Co.

Dougherty, Ia.—The Farmers' Eltr. Co. fell behind \$2,400 on its last year's business.

Dumont, Ia.—The corn crop in Butler county is being contracted for around 30c per bu.

Rockwell City, Ia.—W. S. DuBois' eltr. has not been opened since he closed it last July.

Columbus Junction, Ia.—Sprague Bros. are making some improvements in their grain eltr.

Vinton, Ia.—The eltr. of the Bryant & Sons Co. has been rebuilt, with 15,000 bus. capacity.

Richards, Ia.—The Richards Eltr. Co. opened its newly completed eltr. for business last week.

Odebolt, Ia.—J. L. Bruce is agt. for the Trans-Mississippi Grain Co. in place of Chas. Waggoner.

Walcott, Ia.—John Henry Beinke, an old time grain buyer here, died recently at Rock Island, Ill.

Iowa City, Ia.—The Farmers' Eltr. Co. is building a double crib with the driveway through the center.

Manning, Ia.—The Doud Milling Co.

has enlarged its eltr., making a total storage capacity of 20,000 bus.

Pocahontas, Ia.—The Farmers' Grain & Coal Co. will build a 25,000-bu. eltr. Chas. E. Newell is the builder.

Rockwell City, Ia.—The Rockwell City Eltr. Co. is erecting a 20,000-bu. eltr. Chas. E. Newell has the contract.

Woodbine, Ia.—This year we will have corn to ship. In previous years it was all used for feeding purposes.—DeCout Bros.

McPherson, Ia.—I have sold my eltr. and entire business here and purchased a stock farm in Eldorado, Kan.—R. J. Edmonds.

Muscatine, Ia.—The eltr. of the Great Western Cereal Co., was damaged by fire, Oct. 23, which started from a hot box in the cupola.

Holland, Ia.—The Farmers' Eltr. Co., recently incorporated, is erecting an eltr. 30x36 ft., costing \$4,000. F. A. Nelson is the builder.

Livermore, Ia.—Gilchrist & Co., of McGregor, have purchased the eltrs. of Buell & Morse at this point, Hardy, West Bend and Ottosen.

Shell Rock, Ia.—The Shell Rock Grain & Mill Co. shipped its first car load of corn, Oct. 23, and has a lot of corn cribbed.

Madrid, Ia.—The new eltr. of the Neola Eltr. Co., on the site of the burned plant, has been completed and placed in charge of John Towney.

Clarion, Ia.—Most farmers anticipate a rise in the price of corn and are not very anxious to dispose of it or contract at the present.—F. L.

Lehigh, Ia.—The land in this vicinity is very hilly and quite wooded and so we draw from a somewhat limited territory.—George Post & Son.

Denison, Ia.—Geo. Menagh of Geo. Menagh & Co. has gone on a visit to the coast where he will try to forget business for several weeks.

Le Mars, Ia.—The Farmers Eltr. Co.'s new eltr. has capacity of 25,000 bus. and was opened for business Oct. 24, with Thomas Gallagher as mgr.

Rockwell City, Ia.—The Rockwell City Eltr. Co., since starting in business last June, has changed mgrs. 3 times. J. H. Lawrence is now in charge.

Iowa Falls, Ia.—The Farmers Eltr. Co.'s eltr. was completed the early part of August. Frank Chamberling, formerly with J. S. Smith, is the mgr.

Logan, Ia.—Corn and oats all used for feeding. Consequently we seldom use our eltr. Occasionally we ship a car of musty wheat.—Logan Milling Co.

Mt. Hamil, Ia.—I have bot H. D. Everingham's eltr. and will install a gasoline engine and a stone burr mill for local grinding at once.—I. Clyde Bell.

Odebolt, Ia.—A. G. Petersmeyer has remodeled his eltr., adding a large office and engine house, increased the storage capacity and repainted the house a bright red.

Vincent, Ia.—J. B. Schmoker & Co. have reshingled their eltr. J. B. Schmoker is proud of the record made by his son, Albert, who shucked 100 bus. of corn in 8 hours.

Alden, Ia.—The Western Eltr. Co.'s abandoned eltr. may be torn down and rebuilt at Bradford or Reeves, both on the new extension of the Des Moines, Iowa Falls & Northern Ry.

Dumont, Ia.—Altho the Farmers Eltr.

is bucking us with their penalty clause we manage to keep pretty busy. Last year we shipped 137,000 bus. of grain.—A. M. Allen, mgr. Northern Grain Co.

Odebolt, Iowa.—Alfred Krusentjerna has purchased the 10,000-bu. eltr. of the Iowa Grain & Mfg. Co. and J. L. Bruce has succeeded Chas. Waggoner as mgr. for the Trans-Mississippi Grain Co.

Wall Lake, Ia.—C. H. Finley will retire from the grain business March 1, '07. He is leasing the eltr. of C. H. Herring, a banker here, who owns another but abandoned eltr. that has seen its best days.

Rowan, Ia.—We are having lots of trouble in getting cars; our eltr. is chock full, which puts us in a bad position to buy grain. We shipped one car Oct. 27. It took us 3 weeks to get it.—Heath & Son.

Dennison, Ia.—The land, from here west to Omaha, is hilly and therefore not first class farming country. Most of the grain raised is used for feeding and the millers are compelled to ship in most of the wheat they grind.

Harcourt, Ia.—The Wheeler Grain & Coal Co. will build 2 15,000-bu. eltrs., one here and one at a new and unnamed station 5 or 6 miles north of this point on the Newton & Northwestern Ry. Chas. E. Newell has the contract.

Lehigh, Ia.—Mr. Post, junior member and mgr. of the firm of Geo. Post & Son, is just recovering from typhoid fever. The first thing he asked for when he was on the road to recovery was the last copy of the Grain Dealers Journal.

Clarksville, Ia.—G. Watland, formerly of Schmadke & Watland, now Schmadke & Sinram, on Oct. 3 purchased the eltr. of Eckert & Williams. Mr. Watland now has a manager employed, but intends to take personal charge in December.

Duncombe, Ia.—The Duncombe Eltr. Co., a stock company of farmers whose business was ruined by mismanagement, was recently sold to the Duncombe Grain & Stock Co., a new corporation, which has secured A. J. Mallinger as mgr.

Decorah, Ia.—The Adams Seed Co. has succeeded N. H. Adams & Son only in the seed jobbing and local grain and wool business. Other lines that have been handled by the old firm will continue to be so handled, the principal business being in carloads of timothy.—B. H. Adams.

Iowa Falls, Ia.—J. Pepperling has leased the eltr. owned by the Rock Island Ry., formerly belonging to W. E. Simpson. E. G. Simpson & Co. and W. E. Simpson, a member of the above firm, have sold all their eltrs. and are now practically out of the grain business.

Des Moines, Ia.—Robert W. Harper and William E. Ward have formed a partnership in the grain brokerage business as Harper & Ward. For some time Mr. Ward has been mgr. for Ware & Leland, whose wires the new firm will use.

Bradford, Nashua P. O., Ia.—J. Pepperling, of Iowa Falls, and F. Hushka have gone into partnership and will erect a 15,000-bu. eltr. on the new extension of the Des Moines, I. F. & N. R. R. between Iowa Falls and Hampton. It will be an up-to-date house. The firm name is Pepperling & Hushka.

Odebolt, Ia.—W. P. Adams, a Chicago millionaire, owns 2 eltrs. here, 1 on his farm and 1 on the C. & N. W. right of way, which is operated but 30 to 60 days a year and handles only Mr. Adams' 5,000 acres of corn. On the farm are a number of double cribs having capacity of about 250,000 bus.

Breda, Ia.—Meyers Bros., formerly agts. for the Northern Grain Co., J. H. Ricke and several others have formed the Breda Grain Co. and will build an eltr. The Northern Grain Co. since its eltr. burned has not been buying grain here. Culbertson & Parsons, of Carroll, who are buying grain on the track, will build a 20,000-bu. eltr.

Sioux City, Ia.—Among the stockholders in the Sioux City Terminal Eltr. Co., which is soon to be incorporated to build an eltr., are J. J. Keefe, Van Buren Knott, A. T. Bennet of Hornick, Hess & More, Mystic Milling Co., Martens Milling Co., C. J. Milligan, Blenkiron Bros., Fields & Slaughter, Geo. Terwilliger, J. J. Mulaney and the McCaul-Dinsmore Co.

Cedar Rapids, Ia.—H. J. O'Neill, known as the "Barley King" of the world from 1890 to 1898 when head of the O'Neill Grain Co., with offices in Chicago and Winona, Minn., died Nov. 6 of heart disease at Cameron, Mo. Mr. O'Neill was 59 years of age and at one time was wealthy. At the time of his death he was barley buyer for a brewing company of St. Louis.

Holmes, Ia.—The Farmers Eltr. Co. is divided into factions, Norwegians and Germans, wanting a manager of their own nationality. At the last annual meeting the directors discharged Will Fritze and upon the recommendation of Messerole hired his cats-paw. This new manager shipped all grain to a certain commission firm as he was instructed by Messerole. The stockholders called a meeting, "fired" Messerole's man and rehired Will Fritze 6 weeks ago. Then the president and two directors resigned and are fighting the Farmers Eltr. Co.

Halbur, Ia.—In this territory 10 years ago much grain was raised and shipped, 2 eltrs. on the C. & N. W. Ry. shipping over 800 cars in 1 year. In 1905 the number was 130 cars, yet the average per acre is much better. The reason of the drop is that farmers are giving over lands used for grain to hay and clover, shell their corn, using the cobs for fuel, and raise more live stock to consume the grain grown. We are unable to get enough corn to crib.—Peter Sondgeroth, mgr. Halbur Grain Co.

KANSAS.

Erie, Kan.—J. N. Shaw has installed a portable 50,000-bu. corn eltr.

Sylvan Grove, Kan.—Latto & Robinson have succeeded H. C. Latto.

Germantown, Kan.—J. W. Winterheid is placing some improvements on his eltr.

Wilsey, Kan.—A 10,000-bu. eltr. for Croner & Ray is being built by P. H. Pelkey.

Delavan, Kan.—Kingman & Ray are erecting a 10,000-bu. eltr. P. H. Pelkey is the builder.

Girard, Kan.—J. H. Wilson and John Frendenberger have formed a partnership to buy grain.

Overbrook, Kan.—M. W. Cardwell has installed a U. S. Corn Sheller, Western Cleaner and Fairbanks 500-bu. Scale.

Muscotah, Kan.—Luther Cortelyou has sold his grain business to Calvert & Bevins and will take a rest, continuing to reside here.

Upland, Kan.—C. C. Schoffner, a farmer near here, is erecting an 8,000-bu. eltr. on his farm. A gasoline engine will be installed.

Phillipsburg, Kan.—I have purchased the interest of Carl LaRue in the firm of

LaRue & McIlvain, which will now be known as the McIlvain Grain & Coal Co.—J. N. McIlvain.

Ashton, Kan.—The New Era Milling Co. has not succeeded John W. Beery, as stated in this column Oct. 10. We have bot Mr. Beery's eltr. and are running it.—W. P. McElhinny & Co.

The Farmers, Merchants & Shippers Club of Kansas on Nov. 1 complained to the Interstate Commerce Commission that the railroads are maintaining extortionate rates from Kansas to Galveston, Tex.

Gardner, Kan.—W. H. Fluke is building an addition to his eltr. for surplus cobs. The bins will have 7 carloads capacity. The cobs are bot by the Armour Packing Co. to be used in its smokehouse at Kansas City.

Holton, Kan.—Albert Sarbach, mgr. of the Midland Eltr. Co.'s eltr., has leased a chain of eltrs. operated by that company at Circleville, Larkin, Boyle, Halfmound, Winchester and this point, from which office he will operate.

Topeka, Kan.—The September report of John W. Radford, state grain inspector, is that 5,008 cars were inspected; \$4,205 received in inspection fees; \$3,420 paid to state treasury. In August \$4,512 was turned into the treasury.

Wichita, Kan.—The Howard Mills Co. filed complaint with the Interstate Commerce Commission Nov. 1 that the Missouri Pacific, Santa Fe, Rock Island, Burlington, Denver and Rio Grande, Southern Pacific and Union Pacific railroads are maintaining unjust differentials against flour and in favor of wheat shipped from Wichita to Pacific coast terminals and points in Arizona.

The grain elevator situation in Atchison is intolerable. For forty years Atchison men have been trying to build up a grain market here. They invested a great deal of money in grain eltrs. and this property was destroyed by one blow of the Interstate Commerce Commission, believed to be a reform organization.—Atchison Globe.

Topeka, Kan.—Judging from complaints coming from all parts of the state the car famine is becoming worse and worse. Shippers in the southeastern part of the state are refusing to purchase new corn, as they have no assurance that they will be furnished cars to move it, and do not care to pile it on the ground and take chances of damage. It is a question as to whether the railroad companies possess a reasonable or sufficient car equipment and motive power. The general opinion is that they do not and we propose to keep a record of conditions on each railroad operating in the state for the balance of the year, and will ask each member to report the number of cars ordered which are not furnished. I will compile these reports to be presented to the members at our next annual meeting. Something must be done to bring about the needed relief.—E. J. Smiley, Secy. Kansas Grain Dirs. Ass'n.

KENTUCKY.

Lexington, Ky.—W. H. Henderson has brot suit against railroads to prevent the closing up of team entrance to his eltr.

Winchester, Ky.—McEldowny, Matlach & Woolcut have succeeded Smith R. Kerr, proprietor of the flour mill, whose death recently occurred.

Paducah, Ky.—The N., C. & St. L. Ry. is erecting a 150,000-bu. eltr. costing \$20,000. Harth Bros. will operate the eltr., which will be completed, it is ex-

pected, before January. The house is designed to unload boats from the Ohio, Tennessee and Cumberland rivers.

Owensboro, Ky.—The Cadick Milling Co., of Grand View, Ind., will establish a branch house for general grain business, with R. H. Hazel to look after the outside work and G. W. Crutcher, a banker from Anderson, who was formerly in the grain business at Owensboro, in charge of the office.

LOUISIANA.

New Orleans, La.—The trial of Thos. P. Doty, asst. secy. of the Central Eltr. & Warehouse Co., on the charge of having embezzled \$11,037, was begun recently before Judge Skinner.

New Orleans, La.—Exports from New Orleans during Sept. and Oct. were: Wheat, 2,597,423 bus.; corn, 713,188 bus.; oats, 30,000 bus. Compared with same period last year, wheat, 296,000 bus.; corn, 216,180 bus.; oats, 150,224 bus.—W. L. Richeson, Chief Grain Inspector, N. O. Board of Trade.

New Orleans, La.—Complying with the request of the Illinois Central R. R. Co. the grain committee of the New Orleans Board of Trade has established a weighing dept. to give official weights at the three eltrs. of that road. The new weighing dept. is under the direction of Chief Grain Inspector W. L. Richeson. The weighmen will be appointed and paid by the Board of Trade.

MARYLAND.

Baltimore, Md.—The Chamber of Commerce has amended its rules to make a car of wheat, corn or rye 1,000 bus., and a car of oats 1,500 bus. The weights under the old rule were 700 and 1,250 bus.

MICHIGAN.

Detroit, Mich.—The Commercial Milling Co. has sold its property and discontinued business.

Memphis, Mich.—Eugene Potter, who has been in charge of the hay sheds of the Richmond Eltr. Co., recently disappeared.

Plymouth, Mich.—J. D. McLauren & Co. have purchased a warehouse of R. S. Rhoades and will erect a new eltr. this fall.

Kalamazoo, Mich.—Morris Kent Co. has succeeded Morris Kent & Co.; capital stock of the new company \$10,000; incorporators, Morris Kent, Glenn B. Kent and Frank Kent. Morris Kent has operated the G. R. & I. eltr.

Battle Creek, Mich.—As a center for the manufacture of cereal foods this city is holding its own. The Toasted Wheat Flakes Co. is arranging for the purchase of the Norka Oats building, as an addition to its present two factories. The Price Cereal Co., operating factories at Yorkville and Owosso, contemplates removing to Battle Creek. The Quaker Oats Co. has let the contract for the construction of a 4-story addition to its present factory, the former Flak-Ota plant.

The reciprocal demurrage bill which is to be introduced in the legislature merits the hearty support of every shipper. Among the organizations supporting the bill is the Michigan State Millers Ass'n, and the measure will probably meet a better fate than the bill introduced in the last legislature. Among the provisions of the contemplated bill are: The furnishing of cars in a reasonable time; penalty for each day's delay in supplying car; freight to be moved a certain number of

miles per day; notices to consignee of arrival; sufficient time for unloading, and no demurrage when cars are bunched.

MINNEAPOLIS.

The Imperial Eltr. Co., reincorporated, capital stock increased to \$1,000,000.

The indictments by the grand jury Nov. 8 against the railroads and grain firms are reported on page 522.

Talk of having a separate oats pit for traders in oats on the floor of the Chamber of Commerce has been revived.

The E. L. Welch Co. has succeeded E. L. Welch & Co. The firm is composed of E. L. Welch and C. A. Malmquist.

Creditors of the Spencer Grain Co., of which C. R. Fowler is trustee, have presented claims to the amount of \$75,000, \$35,000 of this being from a local bank.

Josie Muske was convicted recently of stealing 3 bus. of wheat from a car of the Great Northern Ry. She pleaded not guilty but was fined \$10.

The Northwestern Feed Co., incorporated, capital stock \$10,000; incorporators: J. E. Garaghty, pres., Charles J. Chapin, vice-pres. and Morris J. Cohen, secy. and treas. All are identified with the Minneapolis business of Chapin & Co., which firm will attend to the eastern business under Mr. Garaghty, while with Mr. Cohen's management, the new firm will look after the western business.

Suits to restrain the use of its quotations have been brot by the Chamber of Commerce against the following alleged bucket-shop proprietors: Samuel D. Longley, William P. Gurr and the Longley Commission Co., engaged in business as the Longley Commission Co.; Charles L. Bauman, C. L. Bauman, Henry S. Zoller, H. S. Zoller & Co., doing business as H. S. Zoller & Co.; Houghton C. Thomas, Benjamin M. Mulford, co-partners in the firm of H. C. Thomas & Co.; W. S. Daggett, M. J. Brophy and Thomas J. Gibbons, co-partners; Joseph W. Sullivan, Benjamin C. Elder and Frank Thomas; Andrew Liddell, Merrill Sheeley, Frank C. Bowker and Sumner Johnson, organized as J. E. Wells & Co. The quotations of the Chamber are said to be given out by the bucket-shops under the guise of the Superior Board of Trade, Minneapolis delivery.

MINNESOTA.

Hancock, Minn.—The farmers will organize and erect an eltr.

Mapleton, Minn.—J. H. Dobie has succeeded the Bennett Grain Co.

Atwater, Minn.—The Interstate Grain Co.'s eltr. was recently damaged by fire.

Carlisle, Minn.—The Minneapolis & Northern Eltr. Co. has installed a gasoline engine in its plant.

Simpson, Minn.—W. E. Thomas has succeeded J. L. Russell as grain buyer for the W. W. Cargill Co.

Nerstrand, Minn.—The farmers are contemplating organizing to build an eltr. F. R. Kauffman is at the head of the movement.

Pipestone, Minn.—Members of the Tri-State Grain Dealers' Ass'n held a meeting here recently, and were addressed by Secy. J. J. Quinn.

Cokato, Minn.—The Cokato Eltr. Co. has leased its eltr. to a Minneapolis man and C. C. Erickson, of this place, who will have charge of the eltr.

Willmar, Minn.—The St. Anthony & Dakota Eltr. Co., of Minneapolis, has

purchased the lumber yards, here, and at Raymond, of the New London Mill Co.

Glencoe, Minn.—The Union Eltr. Co. has completed its mixing eltr. R. E. Van Vleet, of Hutchinson, will be in charge. The Exchange Grain Co.'s eltr. is completed.

Fairbault, Minn.—The Sheffield-King Milling Co. applied for the appointment of the deputy grain inspector and H. P. Perkins was appointed by the state inspection department.

Wylie, Minn.—The Farmers' Mercantile & Eltr. Co. has won the suit brot against it by the Great Northern Road for the purpose of restraining the erection of the farmers' eltr. on its right of way. The eltr. is almost completed.

Duluth, Minn.—The W. W. Cargill Co. has bot a site easily accessible both by water and rail, for the erection of an eltr. which, according to the plans under consideration, will be built of steel, tile or cement at the cost of \$500,000.

Echo, Minn.—The Great Western Eltr. Co.'s eltr. containing about 4,000 bus. of wheat, was burned to the ground Oct. 20. Two box cars, one containing barley, were burned. On the night before the buyer, G. J. Hamme, was sandbagged and the fire is supposed to have been started by the thug.

St. Paul, Minn.—The validity of contracts for the sale of grain on the Merchants' Exchange of St. Louis and the Board of Trade of Chicago was reaffirmed by the U. S. Circuit Court of Appeals Nov. 8 in the suit by Thomas A. Cleage against W. H. Laidley & Co. Cleage was a speculator of St. Louis. Both he and Laidley became bankrupt. Cleage alleged that he was not indebted to the creditors for the reason that the claims were grounded upon wagers and were void. The court decided that the intentions of Cleage not to receive the actual grain did not make the transactions void.

MISSOURI.

Lees Summit, Mo.—E. E. P. Clark has purchased an eltr. here.

Kansas, Mo.—G. L. Coates & Co. will occupy a one-story brick building soon to be erected.

Kansas City, Mo.—Kay H. Beach of the Beach-Keever Grain Co., was married Oct. 17 to Miss Alta Haines, at Edwardsville, Kan.

St. Louis, Mo.—The real estate committee of the Merchants' Exchange has approved the plans for the Fourth street entrance to the Merchants' Exchange bldg.

St. Louis, Mo.—Grain shippers of this city have been granted as favorable rates as those of Toledo by the Clover Leaf, thru the efforts of J. C. Lincoln, traffic manager of the Merchants' Exchange.

Kansas City, Mo.—The Chicago & Alton has issued a circular in which it absorbs the established charge for transferring, cleaning, mixing and handling grain in eltrs., also switching and reconsigning charges on grain.

St. Charles, Mo.—T. J. Yahn, former agent for the Jones Eltr. Co., of St. Louis, is held on charge of embezzling \$1,000 of the firm's funds. He had entered the U. S. Navy but will be brot back, as the company will prosecute him.

Kansas City, Mo.—The transportation

committee of the Board of Trade held a conference with the traffic managers of the thru roads Nov. 9 with regard to the elimination of reconsigning charges at this city and other Missouri River points.

St. Louis, Mo.—New members admitted to membership in the Merchants' Exchange are: H. F. Coleman of the Traders' Grain Eltr., East St. Louis; F. A. Sievring of the Wm. D. Orthwein Grain Co., and Jerome B. Pendleton of the Pendleton-Carbon Hay & Grain Co.

Kansas City, Mo.—The new eltr. of the C. B. & Q. R. R. was opened Nov. 4. Built of steel, reinforced concrete and brick, the house is absolutely fireproof, even the window sashes being of steel. The storage capacity of 500,000 bus. is contained in 48 circular tile bins and 33 intermediate bins. The house was built by the Barnett & Record Co.

Kansas City, Mo.—The Board of Trade contemplates adopting a call rule modeled after the rule which was adopted last summer by the Chicago Board of Trade. A delegation of members of the Board of Trade visited Chicago to confer with the call committee of that exchange, and had the working of the call rule fully explained. They expressed themselves as satisfied that the call rule is effective in maintaining an open market.

St. Louis, Mo.—Members of the Merchants' Exchange will vote Nov. 12 on the following resolution: "On and after Dec. 1, 1906, all regular contracts for wheat for future delivery, except such contracts as require delivery prior to June 1, 1907, shall be for contract wheat, and on such contracts the tender of No. 1 red winter wheat or No. 2 red winter wheat, in whole or in part shall be deemed sufficient." By the adoption of the resolution the rule which has been in force for a year, permitting the delivery of hard wheat at a discount of 3c per bu. will be abolished.

Kansas City, Mo.—After hearing the complaint of R. J. House that the free handling of grain thru the other terminal eltrs., operated by the railroads, has driven his house, the Dixie Eltr., out of business, the Missouri Railroad & Warehouse Commissioners, Oct. 26, decided that a question of law is involved and that action would have to be deferred until they could consult Atty.-Gen. Hadley. The Commissioners are willing to admit the right of the railroads to conduct a transfer business from car to car, but question their authority to mix, clean, clip and store grain.

NEBRASKA.

Emerson, Neb.—C. F. DeMers is doing a scooping business.

Minatare, Neb.—The Hayes-Eames Eltr. Co. is erecting an 8,000-bu. eltr.

Sidney, Neb.—Herman Springer will erect an eltr. near the Burlington tracks.

Oakland, Neb.—W. B. Sloan, of Summit, S. D., has succeeded Umphrey & Dewing.

Bee, Neb.—We have bot the Farmers' Co-operative Eltr.—J. E. Dorsey Grain Co., of Cordova.

Steinaur, Neb.—J. T. Blauer, of Bern, Kan., has purchased the eltr. of Rucker & Sommerhalder.

Eagle, Neb.—George Trukenholtz has purchased and taken possession of the eltr. of E. F. Betts.

Beemer, Neb.—W. T. Fried's new eltr. is completed and will be ready to handle grain in a few days.

Omaha, Neb.—Receipts of grain during October aggregated 5,269,000 bus.; against 3,474,000 bus. last year.

Holdrege, Neb.—The Central Granaries Co.'s eltr. was recently damaged to the amount of about \$1,500 by fire.

Read the decision of the Nebraska Supreme Court, page 544, in this number, on the average capital tax law.

Norfolk, Neb.—Butterfield & Sun have leased, to use for private grain storage, the eltr. of the Updike Grain Co.

Scribner, Neb.—Ernest Dau, of Nickerson, has succeeded George Mencke as manager of the Crowell Lumber & Grain Co.

Milligan, Neb.—F. J. Bahr has installed a gasoline engine purchased from the York Foundry & Engine Works, in his eltr.

Davenport, Neb.—The Nye-Schneider-Fowler Co. has built a new grain office and has also installed a set of Howe scales.

Bertrand, Neb.—Ed McHugh has remodeled his eltr. and installed machinery bot of the York Foundry & Engine Works.

Indianola, Neb.—Powell & Smith are erecting an eltr. The machinery was furnished by the York Foundry & Engine Works.

Talmage, Neb.—The two eltrs. of the Bartling Grain Co. have been moved together, and the storage capacity has been doubled.

Petersburg, Neb.—J. A. Weigand has purchased a Howe Engine and machinery from the York Foundry & Engine Works, for his new eltr.

Woodcliff Sta., Neb.—The McCaull-Webster Eltr. Co., of Minneapolis, has bot and is remodeling a house near the eltr. for its agt.

Gretna, Neb.—The Duff Grain Co. is rebuilding its burned eltr. The York Foundry & Engine Works will furnish a 14-h. p. gasoline engine and a Barnard & Leas Sheller and Cleaner.

Ong, Neb.—Chris Rundberg's eltr. burst open on account of being overloaded with wheat. The eltr. was repaired and the wheat put in store again before it was damaged by weather.

Burr, Neb.—Creditors have filed attachments on the property of E. H. Holden to secure claims for \$500. He is said to have speculated in grain and lost. For many years he has operated the eltr. here of Holden Bros.

Nebraska City, Neb.—J. A. Kearney died Oct. 20 of catarrh of the stomach. He was 52 years old and has been engaged in the grain business since coming here from Atchison, Kan., about 4 years ago. At one time he bot grain at Little Rock, Ark. A wife, 3 sons and a daughter survive him.

Lincoln, Neb.—A tax of \$10 on bucket shops and \$50 on legitimate brokers is an injustice made effective by the municipal authorities of this city. Does the city clerk wish to encourage the gamblers and place a burden on honest men? The bucket-shop license should not be less than a saloon license; and the shops should be closed under the gambling law.

Omaha, Neb.—At the present time Chief Grain Inspector Powell is doing the best he can possibly, under the rules and conditions existing. He has thoroly reorganized the working force and has the most competent men obtainable. He has succeeded in raising the standard of help and wages and has the cordial co-opera-

tion of the grain committee and the directors. I have great confidence in the strength of his plan and its feasibility. The work remaining to be done is to line up the eltrs. and the railroads and get the plan working. We will then be able to inspect all grain the day of arrival and to insist that re-inspection and appeal must be put thru without delay.—E. J. McVann, Secy. Grain Exchange.

Omaha, Neb.—A system of grain inspection tracks and a system of weights were recommended to the grain committee of the Grain Exchange by Chief Grain Inspector Powell some time ago, and the committee has approved the suggestion and the directors of the Exchange have voted to put both the plans into operation. The directors have asked the railroads to set aside tracks for inspection and reinspection. With 9 tallymen and a record clerk the expense of the service is expected to be \$6,000 to \$8,000 a year, which will be met by a charge of 35 cents per car for weighing in, instead of 25c, as formerly. It is proposed to abolish the rebate of 10c on each inweighed car which the eltrs. have been paid. A description of the new grain scale ticket used by Mr. Powell is given elsewhere in the Journal.

OMAHA LETTER.

E. A. Nordstrom, formerly with Merriam & Holmquist, has bot an interest in the Nebraska Hay & Grain Co.

Tom Worrall, the "trust buster," has announced his intention of going into the grain business again, and has said that he expects to become a member of the local exchange.

Most of the transfers of membership in the Omaha Grain Exchange in the last six months have been from non-grain dealers to men who are actually engaged in the grain business.

Work is progressing rapidly on the new Nye-Schneider-Fowler Co.'s eltr. at Omaha. It is said that J. R. Morris of Fremont, Neb., is slated for mgr., and that the company will open an office on the Omaha Exchange.

The Chicago Great Western Ry. has requested the transfer of the membership of H. H. Churchill in the Omaha Grain Exchange to J. A. Ellis, who has lately come Omaha as general agt. for the road, succeeding Mr. Churchill.

The organization recently formed by grain commission men to fight the railroads in the matter of alleged discriminatory switching and demurrage charges, has left its wrongs, temporarily at least, in the hands of the board of directors of the Omaha Grain Exchange for redress.

C. D. Sturtevant, representing J. C. Shaffer & Co., of Chicago, has been elected to membership in the Omaha Grain Exchange. It had been previously rumored Mr. Sturtevant would be kept out, on account of the firm's connection with the Rock Island, against which a boycott is in force in Omaha.

Omaha eltr. men report liberal acceptance of oats and new corn. The movement of oats is growing. In two days of last week 500,000 bus. of oats were worked for shipment. Car shortage causes serious inconvenience. The snow in the western part of the state late in October delayed shipments from that section even where cars were available.

The annual election of the Omaha Grain Exchange will be held Nov. 14, and directors will be elected to succeed G. W. Wattles, S. A. McWhorter and F. P. Kirkendall. Two of these are not en-

gaged in grain business. The active grain men propose to hold a caucus and select a ticket composed entirely of grain dealers. Active grain men, however, are in the minority in the exchange, being thirty-five in number, against an entire membership of 163.—R. A. M.

NEW ENGLAND.

Winsted, Conn.—Wilbur F. Coe has purchased an interest in the business of Balch & Platt.

Salem, Mass.—The building, occupied by George Haskell, grain dealer, was damaged, Oct. 20, to the amount of \$15,000 by fire.

St. Albans, Vt.—Charles M. Cox, of Boston, pres. of the St. Albans Grain Co., is the head of a company which has bought the business of Hiram B. Weeks, here.

Boston, Mass.—The New York Central R. R. Co. has given the railroad commission notice that it does not intend to erect the large eltr. contemplated for the water front.

Lynn, Mass.—Henry Hunt & Co.'s grain store and a car of hay consigned to the company burned Oct. 28. Loss is about \$5,000, partly covered by insurance. A locomotive spark is the conjectured cause.

Providence, R. I.—A greater amount of business is being done here now than has been done for many months previous. It is being done too close. We are also greatly bothered by the car shortage. There are too many of us grain dealers here, we think.—Hurd Bros.

NEW JERSEY.

Jersey City, N. J.—The Brokers' Stock & Grain Co., incorporated, capital stock \$500,000; incorporators: John Kenny, Jersey City, Harry H. Pfeiffer, Englewood, and George A. Kip, Jamaica, N. Y.

NEW YORK.

Lockport, N. Y.—Grigg Bros., millers, will erect a 20,000-bu. grain eltr.

Buffalo, N. Y.—The Mann Bros. Co., linseed oil manufacturers, has reconstructed its mill and will soon begin crushing seed.

Brooklyn, N. Y.—About 16 of the floating eltrs. have been placed in operation to load the export grain, much of which is macaroni wheat for the Mediterranean.

New York, N. Y.—The Hay & Grain Dealers Ass'n has given notice that all hay purchased by its members is understood to be subject to reweight and allowance for all shrinkage in excess of one per cent.

Buffalo, N. Y.—Francis Parott & Sons, of Philadelphia, have decided to build a fire-proof malt house and grain storage plant here, using the new Rice system of malting. Jas. Stewart & Co. will make the plant for a malt house, also for a half million-bu. concrete storage and concrete working eltr.

Brooklyn, N. Y.—Patrick Dolan, foreman of the grain handlers in the eltr. of the William Baird Co., was suffocated in a pit containing 3,000 bus. of grain. A fellow worker, Petro Amazio, in assisting Dolan, fell into the pit also, but was revived after being taken from one of the loading chutes, which were the only means of rescue.

Buffalo, N. Y.—The embargo on ex-lake grain was partly lifted by the New York Central, Lehigh and Lackawanna agreeing to take 2,000,000 bus., at the

urgent demand of the New York Produce Exchange Committee. The Erie refused to participate. No guarantee is made that the roads will move the grain promptly, and the situation is about as bad as ever.

New York, N. Y.—By forming a temporary clearing house for macaroni wheat the grain dealers here have greatly aided one another to meet engagements of freight room. A dealer receiving durum wheat and not needing it immediately turns it over to another who has freight room waiting. The extraordinary condition due to freight blockade brot about the plan for mutual help.

BUFFALO LETTER.

State winter-wheat millers are still able to get their wheat of home farmers about 3c below the price of western winter wheat here, so that they are in a way of making something out of the local situation.

The freight committee of the east-bound railroads have dropped their rule not to give ex-lake grain milled in transit here the benefit of the thru rate. This applies to feed only, as the flour millers have never had the privilege.

The new steel tank eltr. built by A. J. Wheeler to replace his Ontario eltr., that fell down two years ago, has just been put into active business as the Monarch Eltr., taking two cargoes of barley for Buffalo dealers and malsters.

One of the straightest eltr. jobs in the harbor is that of the Frontier, which gives its whole time to the handling of the grain used by the Washburn-Crosby flour mill, which now uses sometimes more than 30,000 bus. of wheat a day.

The Electric Milling & Eltr. Co. has just added to its New York office a hay department. An addition is being built on the warehouse here that will store 250 cars of feed in connection with the feed mill. It will be in 3 sections, of which 1 is now done.

Certain western grain interests have been looking up the status of the Dunning Grain Co. of Kansas City, which was lately posted by the Corn Exchange for failing to meet its obligations with the Buffalo Cereal Co. There is no such member of the Kansas City Board of Trade.

The Erie Canal is doing what it can to take care of the surplus grain and the boats are making a good thing out of the 5-cent freight on wheat to New York. Last week it shipped 916,000 bushels of grain and flaxseed, which is a very large showing for so small a fleet. With the barge canal in operation there would be no hold-up on this route.

Considerable grain for winter storage is offered, the steel houses holding out for 2 cents a bu. for the season. The wooden ones have to take 1½ cents, as the difference in insurance amounts to the other half cent. The vessels will no doubt take a cent again, tho this does not include elevation, as in the other cases and winter elevation rates are sometimes high.

The new addition to the Chamber of Commerce building is soon to be ready for use and would have been occupied sometime ago but for hold-ups in the line of eltrs. and that sort of thing, some of them from labor troubles, but quite often on account of the failure of material to be delivered on time. It is a very fine building and will accommodate many business men.

The refusal of the roads to accept any



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SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

uncontracted grain from the lakes here does not appear to have been kept very literally, but it is enough to stop off consignments by lake to a great extent. Lake men are quite exercised to find that the steamer Rogers was sent to Erie lately with a cargo of wheat, taking a quarter cent a bushel less than the Buffalo rate, because she was promised quick unloading. The Pennsylvania Railroad, whose elevators the grain would go into there, has an elevator here and terminal facilities in plenty.

Of course it is the lack of cars still that hampers the grain trade. No matter how favorable the situation might be otherwise this alone would spoil the business. Dealers are holding on as usual this time of the year, for the shortage is nothing new, hoping that before spring there will be cars enough to enable them to do a fair amount of business. So it is hard to say what trade would be naturally. It is the season when barley ought to come in fast and go into store for winter use and if it can come by lake there is plenty of transportation for it. The maling interest is at its best and the usual large output will be considerably increased.—J. C.

NORTH DAKOTA.

Ashley, N. D.—The eltr of the Ventura Eltr. Co. is completed.

Edmore, N. D.—The Farmers' Eltr. Co., whose eltr. burned Oct. 9, will rebuild.

Newburg, N. D.—The Hennepin Eltr. Co. has about completed a 20,000-bu. house.—Frank Finnegan, Heising Eltr. Co.

Wimbledon, N. D.—R. Glendening & Co.'s eltr. annex collapsed Oct. 23, pouring 12,000 bus. of grain on the ground.

Fessenden, N. D.—The eltr. of the Cargill-Robb Eltr. Co. burst recently, spreading the contents over surrounding lots.

Courtenay, N. D.—The Royal Eltr. Co. and the Atlantic Eltr. Co. are building large bins of about 35,000 bus. capacity outside, as they did last year.

Binford, N. D.—N. J. Olsen has installed a 10-h. p. Otto Gasoline Engine. The Monarch Eltr. Co. has an annex as it had last year.—E. R. Goffe, agt.

Carpio, N. D.—The Woodworth Eltr. Co., the Royal Eltr. Co. and the Osborne-McMillan Co. has each added a 15,000-bu. bin. to its eltr.—E. Kraling, agt., Stinchcomb Eltr. Co.

Brookland, Cogswell P. O., N. D.—The Northwestern Eltr. Co. has taken in more grain this fall than for the last 2 years combined.—C. H. Hanson, agt., Northwestern Eltr. Co.

Medberry, Edgley P. O., N. D.—William Sorenson, of the Sorenson Milling Co. of Lisbon and mgr. of the company's eltr. here, was recently married to Miss Emily Pravit.

Westhope, N. D.—The annex of the Farmers' Eltr. Co.'s house burst open on Nov. 1 and let out 15,000 bus. of flaxseed, with which it was filled. The flax covered the side track. The building is almost a total wreck; but the main eltr. building was not damaged.—B. C. Phipps.

OHIO.

Circleville, O.—The Heffner Milling Co. is erecting a large eltr. and transfer house.

Marion, O.—F. H. Owen has succeeded C. B. Jenkins as mgr. for the Marion Milling & Grain Co.

Tontogany, O.—Burglars were frustrated recently, in an attempt to rob the safe of J. S. Phillips.

Oberlin, O.—We have equipped our feed mill with a 30-h. p. electric motor.—Ackelson & Champney.

Lewisburg, O.—We have sold our eltr. to C. W. Pontius, who will take possession Jan. 1.—S. Cotterman & Sons.

Melvin, O.—Bradstreet & Hiatt have bot and are operating M. E. Early's 5,000-bu. eltr., formerly owned by H. C. Johnson.

Kennard, Mingo P. O., O.—H. A. Dillon, of North Lewisburg, has purchased and will remodel the eltr. of Chamberlin Bros.

Cavett, O.—The car situation grows worse along with our other pleasant experiences. Corn is moving slowly owing to shipper's inability to secure cars.—Pierce Grain & Hay Co.

St. Paris, O.—John Duncan has purchased J. W. Jenkin's eltr. on the D. T. & I. Ry. Mr. Jenkins will be assisted by his son of Uniopolis, and clover and timothy seeds will be made a specialty.

Columbus, O.—W. S. Cook, chairman of the Board of Trade committee on grain, will call a meeting of the committee in order to recommend to Pres. Geo. W. Lattimer that he select the grain inspector.

Cincinnati, O.—One rule is being considered for adoption by the Chamber of Commerce that will require all sales made on the floor to be recorded in the price book. Another rule will prevent the underbidding of grain.

Canal Winchester, O.—O. P. Chaney, of the firm of O. P. Chaney & Son and for 50 years a grain merchant here, was found dead in his bed Nov. 3. His death is ascribed to heart trouble. Mr. Chaney was 82 years old, was a member of the state board of agriculture and known as the "father of farmers' institutes." He leaves a wife and 6 children.

Ohio railroads are striving to bring the state's Railroad Com'n into disfavor with the shippers of the state by misrepresenting its position on a number of important questions. As is shown by a communication in "Letters from Dealers" column, the Com'n has been falsely credited with giving an idiotic decision regarding the distribution of cars.

Antwerp, O.—Henry Harris & Son's eltr. and electric light plant, with their contents, burned Oct. 23. The eltr. is a total loss and the light plant machinery badly damaged making an aggregate loss of \$10,000, while the insurance was \$5,000. The fire will not be Mr. Harris's only loss as he cannot rebuild in time to handle the large corn crop, which is ready.—C. A. Bissell.

Cincinnati, O.—The Union Grain & Hay Co. and Mr. W. W. Granger, who is manager of said concern, stand vindicated of a charge that was brought against them regarding the handling of a car of oats. It came about a car load of oats which was sold to The Early & Daniel Co. by the Armour Grain Co. of Chicago. The Armour Grain Co. had sold a carload of oats on specified time shipment, but had, it is said, overrun its time limit which caused the Early & Daniel Co. to refuse acceptance of said car. The Armour Co. then turned over the car to the Union Grain & Hay Co. to be handled practically as a consignment. The Union Grain & Hay Co. fulfilled its mission, and said car was sold to the Queen City

Grain Co. on Chicago weights. Now, it so happened that the Union Grain & Hay Co. had sold a carload of oats (back in May) to a city contractor. They bought some oats on 'Change to fill this sale to said contractor and by coincidence bought back the next day the Armour car of oats from the Queen City Grain Co. This car when unloaded was found to contain some ten thousand (10,000) lbs. more than the official Chicago weights showed, which started trouble. This world is full of jealous mortals who are ever ready to cry out against parties who happen to make a success in life. Mr. Granger, manager of the Union Grain & Hay Co. has built up this business until it stands in the front ranks for honesty and square dealing. Before the case was brought up for trial, Mr. Granger was injured and persecuted, by rumors started by jealous enemies. He was acquitted by the investigating committee of the Cincinnati Chamber of Commerce and when the verdict of "Not Guilty" was given out on 'Change, the air was rent with enthusiasm by the loud hurrahs for Mr. Granger.—H. W. Kress.

THE OHIO LETTER.

Geyer, O.—The Auglaize Grain Co. operates the eltr. here.

Townwood, O.—C. W. Franklin has succeeded Cottingham & Franklin.

Kettlersville, O.—The Van Buren Grain Co. operates an eltr. here and hauls its grain 5 miles S. W. to Botkins.

Botkins, O.—Sheets & Paul operate an eltr. here and their office is headquarters for the Van Buren and Auglaize Grain Co.

Goes, O.—John Jacoby sold his water power eltr. to Fred Schlientz & Sons. Clarence Schlientz will manage the business from Yellow Springs.

St. Paris, O.—F. D. Brubaker has installed a new 8 flue boiler on new foundation well bricked and arched and an additional dump for small grain, and the McMorran Bros. Co. has installed an oats purifier in connection with the eltr.

Greenville, O.—Weimer Grain Co., composed of Abram Weimer and two sons, Frank J. and John W., has secured complete control of the eltr. the company is operating, having purchased the 4th interest of C. F. Jackson. Frank J. Weimer is manager.

Broughton, O.—The Broughton Eltr. Co. is not a regular dealer, but has bot considerable corn, storing it in cribs since it has no eltr. here, only a portable sheller and ear corn loader. The new eltr. of John Wickenheiser & Co. is now completed and in operation. It is a thoroughly up-to-date building with bin capacity of 6,000 bus. and crib capacity of 10,000 bus. of ear corn or 15,000 bus. of oats.

Ottawa, O.—Phillip and Henry Maurer, who formerly operated a flour mill and later the eltr. at Cairo, O., have purchased the flour mill and grain business of Wm. Annesser. They will increase the storage capacity and make considerable improvement in the mill for present needs. Later they will install an electrical bleacher system, and will build an eltr. Wm. Annesser who has operated this mill for 28 years will retire from active business.—O.

TOLEDO LETTER.

A. H. Hathaway, who is well known among the local grain fraternity, died on the morning of the 8th of Bright's disease at his residence. On account of

his illness for the past year the deceased retired entirely from the grain business. He was formerly a member of the local Exchange.

Alexander M. White, pres. of the Toledo & Wabash Eltr. Co., who resided at Brooklyn, N. Y., is dead. Deceased was 92 years of age, and for a number of years previous to removing to Brooklyn resided here. Being interested in philanthropic work during the greater part of his life, he erected the marble tenement structure in Brooklyn.

The late receipts indicate there is considerable heated, mow-burned or weevily, musty wheat coming to this market. Farmers are holding for better prices, and this also helps to make receipts light. Corn is moving very slowly on account of the marked scarcity of cars as well as the condition of the new grain being soft yet. The receipts thus far have been subjected to a drying process before being stored.

To find a solution for the present car famine is the biggest problem local grain men have ever tackled. F. O. Paddock, of the Paddock-Hodge Co., stated Tuesday that his concern was short over 1,000 cars, and that he could use 50 cars a day for the next 60 days. Col. S. C. Reynolds, of Reynolds Bros., stated that he could use 2,000 cars, if he could get them. There is not a solitary grain concern in the city but what has a "car famine" story to offer. E. H. Culver, chief grain inspector, stated that the Toledo grain trade had been running short about an average of 1,700 cars a day for some time, but that the situation was growing more serious every day. In view of the present famine, which is not expected to ease up until the middle of December at the earliest, the local concerns are avoiding a repetition of past experiences of loading up with big stocks when there seems to be no possibility of being able to get cars for reshipment for some time to come. One big concern reported this week that two years ago, it faced the car famine with 2,000,000 bushels of grain in store, and in insurance and storage fees, it lost in the neighborhood of \$50,000, this concern being compelled to carry the grain over until spring, when it was shipped out by water. Some of the local grain concerns are refusing consigned shipments. One big concern stated that it would be willing to pay \$5,000 for enough cars to move their grain, while a local milling concern stated that it would pay \$300 for 60 cars on a certain line. One local grain man, who has an interest in an Illinois eltr., said that he had to wire a refusal of 40,000 bus. from his own eltr. Bids for grain are continually being turned down by local grain concerns, because of the impossibility of getting cars for shipping.—H. D.

OKLAHOMA

Nardin, Okla.—A. J. Hazlett has discontinued his grain business at this point.

Crescent, Okla.—Ed. Stobaugh is having corn machinery installed by P. H. Pelkey.

Hinton, Okla.—The Hinton Milling Co. is erecting a 15,000-bu. corn house. P. H. Pelkey is the builder.

Okarche, Okla.—The Okarche Mill & Eltr. Co. has contracted with P. H. Pelkey for a sheller and cleaner.

Shattuck, Okla.—W. O. Hutchinson is erecting a 15,000-bu. balloon frame eltr. P. H. Pelkey has the contract.

Bliss, Okla.—The J. S. Hutchins Grain Co. is building a crib 14 x 74. H. L. Arrendell is mgr. for the company.

Wheatland, Okla.—The Wheatland Grain & Lumber Co. has contracted with P. H. Pelkey for corn machinery.

Perry, Okla.—Ed J. Coyle has been suspended from the Grain Dealers Ass'n of Okla. and Ind. Ter. for refusing to arbitrate.

Cordell, Okla.—The Cordell Gin & Milling Co. has contracted with P. H. Pelkey for corn machinery and transmission appliances for its eltr.

El Reno, Okla.—The El Reno Mill & Eltr. Co. is installing corn machinery in its eltrs. at Dover, Kingfisher and this point. P. H. Pelkey has the contract.

Oklahoma City, Okla.—Millers of Oklahoma and Indian Territory at a meeting here Oct. 30 reported a shortage of 3,000 cars to move export orders. Many orders have had to be canceled.

Billings, Okla.—George M. Dizney Grain Co. incorporated, capital stock, \$20,000; incorporators, G. M. Dizney, Billings, M. Gadchalk, Enid, James Gibson and others.

Guthrie, Okla.—Atty-Gen. Cromwell on Oct. 29 filed complaints with the Interstate Commerce Commission against all the railroads of Oklahoma, alleging illegal rates on grain to the Gulf ports. It is alleged, for example, that the roads charge 5 cents per 100 pounds less for hauling corn from Nebraska points to Galveston than the rate charged for the same service from Enid, Okla. From Sugden and Ryan, I. T., to Galveston the rate is 15 cents a hundred pounds, while from El Reno, O. T., 103 miles, to North O. T., the rate is 30½ cents. The reasonable rate is held to be 20 cents. It further is charged that grain can be shipped from Kansas City to Galveston for 2 cents per 100 pounds less than it can be shipped from Enid. This is held to be in violation of the interstate commerce law. Depositions are being taken by Atty. West at Topeka, Kan., and elsewhere to support the complaint.

OREGON.

Portland, Ore.—The Pacific Grain Co. has recently completed a complete cereal plant costing \$30,000.

Portland, Ore.—The strike of grain handlers was settled by the men going back to work at the old wage scale Oct. 25. A trifling concession was granted by the payment of 52½¢ for overtime, instead of 50¢.

Portland, Ore.—The Albers Bros. Milling Co. was awarded the government contract for 5,000 tons of oats at \$26.40 per ton. The bids were opened in St. Paul, Minn., and the Minneapolis bids were \$3 higher.

PENNSYLVANIA.

Saegerstown, Pa.—R. H. Sherman is the head of a newly organized company, composed of men from this point and Meadville, with capital stock of \$40,000, which will improve the grist mill here and build a large eltr. and warehouse.

PHILADELPHIA LETTER.

Pres. King is waiting for the notice of the time and place for the uniform grain inspection conference and will promptly appoint a well equipped delegate to represent the Commercial Exchange.

George McGee, a newly elected member of the Commercial Exchange, who

**DO YOU USE
SAMPLE ENVELOPES?
Try Us!
SECURITY ENVELOPE CO.
MINNEAPOLIS, MINN.**

**BEALL
ROTATING
CORN
CLEANERS**

Are easily the most satisfactory
cleaners in use anywhere.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.

**Kanawha Fuel
Company
CABIN CREEK SPLINT**

The best Coal for Dealers
to handle.

MILWAUKEE, WIS.

**COAL
—FOR—
Dealers
IS OUR SPECIALTY**

Genuine Plymouth
Mt. Pelee 4-inch lump
Ideal Brazil Block
Silver Leaf Hocking
Smokeless, "any size"

ORDERS FILLED PROMPTLY
WRITE US

**Ohio & Michigan
Coal Co.**

MAIN OFFICE
DETROIT, MICHIGAN

was miraculously rescued in the Atlantic City Electric Railway disaster, has made his appearance on the 'change after being laid up for some time.

The Pa. Ry. Co. will use a big floating eltr. and 2 grain barges as additional facilities for the exporters until a modern eltr. and grain drying plant is found necessary for this port besides the stationary eltrs. at Port Richmond and Girard Point.

The German Lloyds will increase the expert grain facilities here by putting the steamer Hansa as a regular between this port and Bremen and the big pier on the Delaware river will be put in first class order by special appropriation of the councils. The B. & O. Ry. is co-operating in this new movement.—S. R. E.

SOUTH DAKOTA.

Java, S. D.—Hunt & Son are building an eltr.

Jasper, Wheeler P. O., S. D.—The farmers in this vicinity will build an eltr.

Stickney, Plankinton P. O., S. D.—O. J. Aaker, of Flandreau, is erecting a 15,000-bu. eltr.

Eureka, S. D.—Reagan & Hooper have leased the Exchange Grain Co.'s eltr. and will operate it.

Corsica, S. D.—We have let the contract for the erection of an eltr.—Wait & Dana, Armour.

Chancellor, S. D.—One of the eltrs. here was overloaded and recently a big bin of barley broke out.

Geddes, S. D.—E. L. Larkin has removed from Mission Hill to this place to take charge of the eltr. for M. King.

Corsica, S. D.—A. A. Truax of Mitchell is putting in a foundation for an eltr. and has let the contract for its construction.

Renner, S. D.—John Knudson, 18 years of age, son of Iver Knudson of Akron, Ia., is said to be the youngest grain buyer in S. D.

Melba, S. D.—The farmers in this vicinity have organized and will build a 22,000-bu. eltr. on the Soo Falls & Madison cut off on the C. M. & St. Paul Ry.

Menno, S. D.—Chris Mettler's mill burned Nov. 3. Loss, about \$18,000. Insurance, \$6,000. The fire started on the 2d floor. The origin is unknown.—Otto C. Winter, agt., M. Wolman.

Valley Springs, S. D.—The Hubbard & Palmer Co. has purchased the old eltr. belonging to Keeney & Son and after tearing it down will use the lumber for a grain warehouse at Beaver Creek.

Sioux Falls, S. D.—The Cascade Mill and adjoining eltr., operated by the Fulton Milling Co., were burned Oct. 21. Loss, \$30,000. Insurance \$20,000. The company will rebuild either here or at some other northwestern point.

SOUTHEAST.

Columbus, Ga.—Ware & Leland, of Chicago, have closed their brokerage office here.

Jackson, Miss.—The federal court recently granted an order restraining the state railroad commission from enforcing the rate of 4½¢ per 100 lbs. on grain between Vicksburg and Laurel.

A better quality of oats is purchased by the southern trade than in former years. Certain markets that bot a low grade of oats now demand the best clipped oats of 38 to 40 lbs. weight. The southern states evidently are more prosperous.

Newport News, Va.—The Dabney Brokerage Co. has let the contract to the Burrell Engineering & Construction Co. to erect a receiving and sacking house of 10,000 bus. capacity, equipped with a Monarch Attrition Mill, Monitor Separator, automatic sacking scales, and Fairbanks Hopper Scales. The elevator leg and the two machines are driven by individual electric motors of 20, 7½ and 5 h. p., taking current from the local light and power company.

TENNESSEE.

Nashville, Tenn.—The Nashville Terminal Eltr. Co. is erecting a storehouse 100x200 ft. in connection with the new eltr. Corn shellers, shuck balers and a hackler will be installed in the eltr. and automatic sprinklers in the warehouse, the whole costing about \$25,000.

Nashville, Tenn.—George R. Knox, general freight agent of the N. C. & St. L. Ry. and a member of the Nashville Board of Trade, died Oct. 26, after a long illness. The Grain Exchange and the Board of Trade each adopted resolutions of esteem and sympathy, and attended the funeral in a body.

Memphis, Tenn.—Mixed oats are not white oats and white oats are not mixed oats. Remarkable as it may seem, mixed oats have been at a premium in this market for some time and those who have had contracts to fill have experienced some difficulty in obtaining enough grain to meet their needs.—F. R. M.

Greenfield, Tenn.—The Farmers Union Warehouse Co. of Weakley county incorporated, capital stock \$5,000; incorporators Homer L. Higgs, pres., G. A. Hornbeck, secy. and treas., and F. H. Scates, McKenzie, Arden Summers, Martin, Wm. Priestly, Sharon and others. A warehouse will be erected here immediately.

Nashville, Tenn.—Mill men are compelled to import wheat to grind and much Western is being billed here. What little local wheat has been placed on the market is bringing 75 cents. Country millers, in this vicinity, are supplied with Tennessee grown wheat but are either holding it for their own consumption or asking more than the heavy wheat grinders wish to pay.—V. S.

TEXAS.

La Porte, Tex.—John Baker is adding a feed and grain room to his place of business.

Bay City, Tex.—C. L. J. Sisk and son and Rev. Z. Pain have purchased a store room and will go into the grain business.

Beaumont, Tex.—The Lane Rice Co. incorporated, capital stock \$10,000; incorporators, E. C. Setliff, Sanders Coffee, Amelia and J. V. Fleming and Felix Lane.

Port Arthur, Tex.—James J. Kenrick, a rice merchant and broker for John W. Gates' rice interests in this vicinity, committed suicide, in New Orleans Oct. 27 while temporarily demented, by shooting himself in the head.

By reading carefully the decisions of the Arbitration Com'te of the Texas Grain Dirs Ass'n published elsewhere in this number you will get posted on your rights and avoid making the same error as loser did in the cases reported.

Galveston, Tex.—The grain exports from Galveston during Sept. and Oct., 1906, were 5,632,697 bus. of wheat, 221,101 bus. of corn, and 50,860 bus. of oats;

compared with 1,332,320 bus. of wheat and 117,186 bus. of corn but no oats for the corresponding period of last year.

Beaumont, Tex.—The Beaumont Rice Mills Co.'s mill, containing about 15,000 pockets of clean rice, burned Oct. 31. The total loss is estimated at about \$105,000, with \$65,000 insurance, \$40,000 on the mill and the remainder on the contents. The structure, a frame one with corrugated iron walls, was built last season at the cost of \$85,000 and has been in operation but 1 month this season. It is thought the mill will be rebuilt at once. In the meantime the old mill, previously used, will be operated.

UTAH.

Salt Lake, Utah.—The railroads have granted the request of the grain dealers for 24 hours free time for sampling, inspecting and reconsigning. The new rule is: When stop is permitted by legally publishing tariffs, all cars loaded with freight (other than ore and concentrates, as especially provided in section of this rule), will be allowed one period of 24 hours free time when held for inspecting, sampling and reconsigning in transit, it being understood that the freight is not to be removed from the car or contents changed, and that the sampling and inspecting is to be performed upon the hold tracks of the railroad company, and does not contemplate switching of the car by request of consignor or consignee. Where the car is unloaded or a change of load is made, or it becomes necessary to switch the car by request of consignor or consignee, one period of 24 hours free time will be allowed for unloading and one period of 24 hours free time will be allowed for reloading.

WASHINGTON.

Reardon, Wash.—The Washington Grain & Milling Co. will enlarge its plant, increasing its warehouse capacity to 225,000 bus.

Cofax, Wash.—The Boyer Harness & Grain Co. incorporated, capital stock \$8,000; incorporators A. C. Palmer, Sam Boyer, Katie Palmer and Essie Boyer.

Spokane, Wash.—N. W. Munger has succeeded W. H. Reed as mgr. of the Farmers Grain & Supply Co. Mr. Reed, since his resignation, has returned to Tacoma.

Wenatchee, Wash.—The Wenatchee & Rock Island Warehouse Co., incorporated; capital stock, \$100,000; James E. Keene, pres., and Chas. E. Wildberger, secy. and treas. The company will begin at once to build warehouses here, at Rock Island and other points on the river.

WASHINGTON LETTER.

Cofax, Wash.—Hoyer-Hamis Grain Co., incorporated, capital stock \$8,000.

Seattle, Wash.—The Commercial Cooperation Cereal Co. incorporated, capital stock \$250,000.

Everett, Wash.—The Great Northern R. R. has let the contract for an eltr. and grain warehouse 800x150x20 ft. high.

Spokane, Wash.—The Independent Eltr. Co. incorporated, capital stock \$2,000; incorporators, W. Patterson and E. W. Swanson.

The U. S. transport Dix will carry 1,500 tons of oats there for the government and bids are solicited for a 5,000-ton lot to be forwarded by the transport sailing next month.

Seattle, Wash.—The local quartermas-

ter's department has awarded W. W. Robinson the contract of supplying the U. S. with 5,000 tons of oats for the Philippines.

Seattle, Wash.—Grain receipts for Oct., 1906, are: Wheat, 896; oats, 96; barley, 90, and total cars, 1,082; against 1,441 cars in 1905. The decrease is due to the car shortage existing in eastern Washington. Heavier receipts are expected for the present month on account of the amount of grain still in the country.—H. A. K.

WISCONSIN.

Elmwood, Wis.—Andy Schaefer will erect an eltr.

Greenleaf, Wis.—Zimmerman & Rosman have installed a feed mill in their eltr.

Rolling Prairie, Wis.—F. B. Grover, a grain dealer and farmer, died recently of heart disease.

Wausau, Wis.—H. E. McEachron & Co. are installing machinery for a 1,500-bu. corn mill.

Two Rivers, Wis.—The Two Creeks Trading Co. has a new grain eltr. and has installed a new grain dump.

Thorp, Wis.—Barrett Bros., of Eidsvold, have purchased the eltr. of James A. Vance, taking possession Nov. 1.

Two Rivers, Wis.—A new grain buying firm, composed of Otto Busch and the Two Rivers Mercantile Co., is said to have been organized.

Milwaukee, Wis.—The Western Grain Products Co. reincorporated, capital stock increased from \$25,000 to \$50,000; Charles R. Krause, pres. and R. Winckler, secy.

Superior, Wis.—Jerry and William McLeod were charged recently with stealing wheat and flax from cars but claimed to have been only sweeping and tho they admit the possession of 5 sacks, say they were found hidden in the yards.

Brillion, Wis.—I have not bot the eltr. of Behnke & Son, but am only operating it for the time being. Should the present owners dispose of the property I will have to vacate within 30 days after being notified.—L. H. Pieper.

Superior, Wis.—J. L. Cashel, pres., and W. C. McFadden, secy., North Dakota Bankers' Ass'n, held a conference with the officials of the Great Northern Railroad at St. Paul, Minn., Nov. 9, and demanded the operation of the Great Northern Railroad Eltr. here for the public.

Superior, Wis.—We want more elevators. We should do everything we legitimately can to attract and hold the friendship and favor of the eltr. companies and other grain capital. I think that the spirit and manner in which our citizens went about taxing the grain last year was a great mistake on our part; I thought and said so then, and I think and say so still. Besides being a mistake, it was cruel and unfair.—Mayor Linley.

Milwaukee, Wis.—The practice of selling sacked grain and feed at bulk prices and accepting a return of the sacks will be abolished in accordance with a resolution adopted recently by the Wisconsin State Millers Ass'n. E. J. Lachmann, secy. of Neenah, is getting signatures to an agreement to discontinue the vicious practice, to become effective Jan. 1. The cost of the sacks is to be included in the quotations for the grain with no provision for their return. Thus will be removed a prolific source of contention between buyers and sellers.

Elevation Allowances by Union Pacific.

Final argument in the complaint of the Chicago Great Western R. R. Co. against the Union Pacific Ry. Co. for granting an elevation allowance of 1¼¢ per 100 lbs. at Council Bluffs and Kansas City to the Midland Elevator Co. were heard by the Interstate Commerce Commission at Washington Nov. 2.

The Great Western alleges that grain which is only locally shipped to the elevators of the Midland Elevator Co. and goes into its houses as its own grain and is there held, treated, mixed, cleaned and sold, for which no transfer service is performed, is obliged to pay this rebate. Further, that while the contract is with the Union Pacific, by far the larger part of the grain is delivered in cars belonging to eastern lines, which are therefore required to be forwarded eastward and hence need no transfer service.

The Union Pacific contended that the shipments were thru shipments; and that elevation was merely a handling in transit, for which the railway might properly pay an agent reasonable compensation.

Defendant and plaintiff both have been granted 10 days to prepare reply briefs.

The Increase in Car Hire.

The American Railway Ass'n at its fall meeting, Chicago, Oct. 24, decided to submit to a letter ballot of members the question of increasing the per diem charge for the use of the cars of one road by another line.

Two propositions will be voted upon, one to increase the charge to 50 cents and the other to make the rate 75 cents per day per car, the increase to go into effect July 1.

The date set for the increase to become effective is too distant to satisfy the roads controlling the greater number of cars, who called a meeting for Nov. 9 at Chicago, to arrange for an increase to 75 cents to become effective 6 months earlier.

At the meeting several of the western roads were strongly in favor of advancing the per diem rate from 25 to 75 cents, and imposing a penalty of \$5 for violation of the rule that no car being returned to the owner shall be diverted. Lines owning nearly one-third of the cars voted for 75 cents per diem; but the vote for a rate of 50 cents was carried by lines owning 1,150,000 cars out of a total of 1,500,000; and the other lines then agreed, the 50-cent rate to go into effect Dec. 1.

The present per diem charge of 25 cents per day is so insignificant a remuneration that the smaller lines have preferred to rely on their big neighbors for rolling stock. For three years there has been practically no increase in the total number of cars in service, the many new cars built being about equal in number to those worn out.

When it is considered that shippers are forced to pay demurrage of \$1 per day a similar charge by one road against another does not seem excessive, and would lead to the building of the cars that the shippers greatly need.

Farmers and city men at Winona, Minn., recently organized the Winona County Good Roads Ass'n.

U. S. Consul Brittain at Kiel reports that printed warnings are being circulated in Germany alleging that consignments of American corn received in that country have been arriving in poor condition.

Patent office record Nos. 592691 and 820680 cover the only legal patented

Gravity Grain Purifier

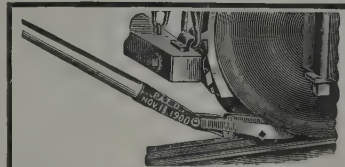
on record and on the market.

Write to D. H. Stuhr, Davenport, Ia.



The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.

Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

BEALL ROTATING CORN CLEANERS

Thoroughly clean corn and cobs from sheller, shelled corn, oats or wheat. Guaranteed superior.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.

WAGON LOAD GRAIN TABLES

Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound or less.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Bar Corn at 70 lbs., 72 lbs., 75 lbs., and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 66, 68 and 72 lbs. per bu., when the rate per 100 lbs. is 1 to 30¢ cents, in ¼ cent rises.

Price with marginal index 50 CENTS.

GRAIN DEALERS JOURNAL

255 La Salle Street : : Chicago, Ill.

Supply Trade

W. H. Patton, of the Chicago office of the Otto Gas Engine Works, died last month of apoplexy.

Advertising is like seed that is sown. The more it is cared for and cultivated the more bountifully will it yield.

The Monocycle Gas Engine Mfg. Co. has been incorporated with a capital stock of \$500,000 by E. Denzel, S. J. Daniels and C. R. Mather.

The Silberzahn Gas Engine Co. has been incorporated with a capital stock of \$10,000 by L. F. and J. D. Silberzahn and Louis A. Arnold.

The advertisement that brings the customer and the article together has done its work. It is up to the dealer to perform the ceremony.

The Mitchell Parks Mfg. Co. has increased its capital stock from \$20,000 to \$100,000. The company has been reorganized and is fitting up a large new machine shop.

It has been reported that F. E. Lehman, insurance inspector, will become the southwestern representative of the Prinz & Rau Mfg. Co., with headquarters at Kansas City.

The Straub Machinery Co. has been incorporated with a capital stock of \$300,000, and will erect a new plant. The incorporators are Orville Simpson, Lewis Hallen, E. H. Spooner, Paul Nacher and Frederick Gretton.

S. E. Kurtz, of Odebolt, Ia., is the inventor of a tractionless motor plow which promises to revolutionize present day plowing methods. The machine is capable of turning 40 acres of soil in 10 hours at a cost of approximately 25 cents per acre and will be especially effective in a soft soil where a traction engine would be worthless.

Familiarity, from an advertising standpoint, inspires confidence. When in doubt we buy the thing whose name is most familiar. A small boy defined a friend as "a feller wot knows all about you, but likes you." Frankness in business and in advertising wins fixed friendships. An acknowledgment of error inspires greater confidence than a concealment of it. There is no more response-provoking style of advertising than the "heart-to-heart talk."—*Mahin Messenger*.

The Younglove Construction Co., write, We wish you would publish the fact that the American Co-operative Journal has filed a petition in the Court at Mason City, Iowa, claiming a bill from us to the amount of about \$240. This, naturally, has reached the Commercial Agencies, and we have explained the matter fully to them. We entered into a contract with this concern for advertising, but upon receiving the first issue of the paper found the advertisement was not according to contract, and upon referring this to them they made excuses, but the advertisement in the next issue was not according to the contract, or anywhere near it. We took the matter up with them again and advised them they had better cancel the contract, as they had not fulfilled it in any particular, and they refused to do this. We then advised them in very emphatic terms that they would publish this at

their own risk in the future as they had failed to keep their agreement with us, we considered the contract as void, and we did not want them to publish it. In fact we forbid them to publish it. They continued, however, and are bringing suit or action for payment for same, which we naturally refuse to recognize, and think we have a very good case of damage for their not fulfilling their contract with us.

Formal Order For Cars.

Kansas shippers, like those of other sections of the country, have been and are experiencing a world of trouble in obtaining the cars needed to transport their grain to market, this too, in spite of the fact that Kansas has a new Reciprocal Demurrage law which makes railroad companies liable for damage to shipper for failure to provide cars as ordered.

In hope of securing relief for members of its Ass'n. the Kansas Grain Dealers' Ass'n. has adopted a form for ordering cars which facilitates shippers complying with the letter and spirit of the present law, and being made out in duplicate by the use of carbon paper, convincing evidence is given the shipper for proving he has complied with the requirements of the law in ordering cars as needed.

This is surely most commendable. A formal written order for cars will often get them where a verbal order would have no influence, and carbon copy will help the shipper to prove his case and obtain judgment for damages on account of carrier not furnishing cars as it should do. Shippers who are shrewd enough to keep a carefully compiled record of cars ordered and losses suffered by reason of cars not being furnished, as ordered, will have evidence to obtain damages from carriers should the supreme court uphold the 1905 Demurrage law in the case which is now pending before it.

The greater effort made by shippers to protect the interests of their business, will give carriers more encouragement to

grant what is properly due them. If the service needed by shippers is not worth the struggle, then they will not be expected to strive to obtain cars as needed.

Bad Order Cars at St. Louis.

BY L. C. BREED.

The report of the Supervisor of Weighing at St. Louis for the months of Sept. and Oct. gives the following statistics which certainly shows up badly for railway equipment. Here is the occasion of numerous claims, for if 2,203 cars arrived in bad condition in a single month, it is no wonder that grain men are kept busy making up and collecting claims.

	Sept.	Oct.
Cars examined	3,628	4,429
Cars in bad condition	1,922	2,203
Leaking at grain door	401	270
Leaking over grain door	20	30
Leaking box	445	532
Leaking at end windows	8	24
End door open	109	665
Cars not sealed	528	682

This department of service has been in operation for about six months, and the longer it is operated, the more certain the trade feels that it is a valuable feature of Exchange work. It expedites the settlement of claims and fixes the responsibility for shortages where it belongs. An official affidavit is furnished the members and this is unquestioned as evidence by the railroads. It comes very near being as reliable and as fully recognized as a report furnished by a railroad employee.

This work is under the immediate supervision of a competent head and comes constantly to the notice of the Exchange Committee on Weighing. It is the intention of this committee that the deputies of the Merchants Exchange shall carefully supervise both the condition of the cars and the weight of their contents.

Egypt imports a little Indian corn from the United States, wheat and flour from France and rice from the far east.

APPLICATION FOR CARS.

ORIGINAL

..... 190.....

To..... Company, and its agents

in charge of transportation at....., Kansas.

We hereby apply for..... empty grain cars which we desire to load with grain for transportation, said cars to be delivered on the..... day of..... 190....., at.....

..... Shipper.

Receipt of the above application (with \$....., being one-fourth of the freight charge for the use of said cars) is hereby acknowledged, this..... day of....., 190.....

Dated:..... 190.....

..... Company

by..... its agent

The..... Company hereby agrees to deliver the cars above applied for without the deposit of any money for the payment of freight for the use of said cars.

..... Company

by..... its agent.

Note—One-fourth the freight charge for the use of cars must be tendered with the application unless the agent will sign the agreement to furnish the cars without the deposit of freight charge. This form is to be filled out and the signature of the agent of the Railroad Company obtained to the receipt, or the agreement to furnish the cars.

Des Moines Hearing by the Interstate Commission.

At the recent hearing by the Interstate Commerce Commission at Des Moines, Ia., C. G. Messerole, secy. of the co-operative elevator companies' ass'n, testified that he considered the call rule a benefit to the grain grower, by the bidding being in the open. Other facts brot out were that Geo. A. Wells, secy. of the Iowa Grain Dealers Ass'n, did not travel on a pass; and that the Neola Elevator Co. ceased the pooling of the business at Madrid Sept. 1.

Ward Case stated that the card quotations sent out by him were purely advisory. The market price was often discussed by members of the Cereal Club, but not as a club; and Mr. Case was not in any way in the employ of Mr. Wells.

In discussing the hearing in a letter to the trade this week Sec'y Wells writes,

This investigation was in accordance with the La Follette resolution that contemplates securing and compiling evidence to be referred to Congress at the next session to be used as a basis for a Federal Law relating to such matter, such hearing being conducted as a court of inquiry and not of jurisdiction.

The testimony relating to the Iowa Grain Dealers Ass'n as published by the Press in a sensational manner consisted of nothing but assertions with no evidence in support. It was attempted to show that the Iowa Grain Dealers Ass'n (1) fixed prices, and (2) conducted boycotts in an illegal manner.

The testimony of C. G. Messerole, Sec'y of the State Farmers Co-operative Elevator Ass'n, who was the star witness, was concluded by the following question and reply that gives the substance of the entire hearing on the question of "fixing prices," to-wit:

Question—Have you any information from any source that the members of the Iowa Grain Dealers Ass'n have an agreement among themselves to be bound by the Case card prices?

Ans—Only from hearsay and what was reported by other people.

Regarding the question of boycott, etc., the evidence offered was not disputed. The fact is that as an ass'n we insist that we have acted within our legal rights and in accordance with the best legal advice that we can obtain.

C. G. Messerole in his testimony upheld the "Penalty Clause" of his ass'n and also the "Call Rule" of the Chicago Board of Trade.

The first proposition requires his members to pay a penalty if they sell any grain to other dealers and the second absolutely limits the price that bidders who are members of the Chicago Board of Trade may offer for grain to country shippers between the closing and opening of the regular sessions of the Board of Trade, which rule was supported and promoted by the Chicago Commission firms who are promoting the organization of Penalty Clause Elevator Companies.

The general position thus assumed by Mr. Messerole is peculiar to say the least and the public may draw its own conclusions, taking into consideration the following facts, to-wit:

(1) C. G. Messerole, Sec'y State Farmers Co-operative Ass'n, Mgr. Farmers Elevator Co., Gowrie, and Editor of the American Co-operative Journal.

(2) American Co-operative Journal, published by the American Co-operative Publishing Co., stock of which company is supposed to be owned by representatives of the Chicago Commission firms already mentioned.

(3) J. F. Fleming, Sec'y-Treas. and Mgr. American Co-operative Journal, said to be a relative of Jas. Dalton, of Eschenberg & Dalton.

(4) W. E. Meserole, brother of C. G. Meserole, traveling representative of Lowell Hoyt Co.

(5) W. E. Stickney, all-around orator and promoter, representing Lowell-Hoyt Co.

(6) E. G. Dunn, another orator who represents Eschenberg & Dalton.

All of whom constitute the "PENALTY CLAUSE TRUST."

The Grain Trade Investigation.

Just at this writing the so-called grain trust is receiving its inning. The Interstate Commerce Commission is investigating the grain business at each of the terminal points. Many "startling" disclosures are made, but nothing of a criminal nature is brought out.

In the past few years we have acquired some knowledge of the grain business and like all other pursuits it has its disadvantages. It makes little difference as to the business in which we are engaged—it is the common belief that some fellow enjoys the "snap." This is true of the grain business just at present. Like all other pursuits it becomes necessary to "work your brain" if you make a success of it.

Some of the large grain dealers no doubt have "enjoyed" privileges that the little fellows have not, but that was in years gone by—before the days of organization. To-day no such opportunities can be had. It was just such opportunities as those that put the independent dealers out of business—rebates from the railroads—before the railroads organized and quit doing business that way.

To-day anyone can figure what it costs to land a bushel of wheat in Chicago and by following the Chicago market reports learn just the margin on which the local dealers are buying grain—generally from three to four cents a bushel.

An elevator here will handle in a year perhaps 50,000 bushels. If the margin is four cents a bushel the owner of the business has made \$2,000 on an investment of \$10,000. Out of this he must pay his help, insurance, taxes and other incidental expenses. We positively know it takes \$10,000 and then some to operate an elevator—estimating the building at a value of half that amount.

But the margin is not always four cents a bushel. Oftimes the elevator man does well if he "breaks even" on his purchase. The farmer has the happy faculty of holding grain until there is an advance of a few cents, then he rushes it to market. The elevator man in turn loads it out for Chicago and it will be two weeks in transit. By the time it reaches its destination there has been a drop of a few cents—just as the market fluctuates back and forth—and when he receives his returns finds that his profit is all gone; the car did not sell for as much as he expected, and there you are. Or maybe in the car was some smutty wheat—and a grade is lost, which often happens. There the four cent margin is gone and some besides.

We know it's quite common for the merchant and every one else to cuss the grain man—we have done it ourselves—but if the situation is studied closely it will be found that the grain buyer is not such a bad sort after all. He must take his chances against the markets of the world.—The Herald, Armour, S. D.

BEALL ROTATING CORN CLEANERS

Clean corn thoroughly. Do not shake. Do not waste grain. Large screens. To see one means you will order one.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.



\$45.00

No Other Cost

As we furnish everything complete other than a millwright's or carpenter's time of three to five hours required to erect a manlift. It will save you its cost in six months.

The use of a manlift destroys the possibility of an overflow of the oats into the corn bin.

We manufacture a full line of elevator supplies.

Burrell Mfg. Company

251 S. Jefferson Street

CHICAGO, ILLINOIS

Factory Bradley, Ill.

When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

JOHN HILL, JR.

MEMBER CHICAGO
BOARD OF TRADE

Board of Trade Building, Chicago

Long Distance Phone Harrison 5022

Consulting and Auditing Expert
Grain, Stocks, Cotton, Investments

Grain Carriers

For the first time in ten years the crops are being moved without a gulf grain rate war.

The Cincinnati, Bluffton & Chicago is surveying its 23-mile extension from Portland to Huntington, Ind.

James D. Yoemans, formerly a member of the Interstate Commerce Commission, died at Washington Oct. 31, aged 61 years.

Grading is nearly completed on the 35 miles of the Springfield Southwestern being built by the Missouri Pacific from Springfield to Crane, Mo.

Cars are getting so big that serious difficulty is experienced in unloading them at the older elevators built to receive the small cars of 30 years ago.

The grain cargo of the steamer Vulcan, bound from Chicago to Buffalo, had to be lightered recently to get the boat off the rocks of Long Point in Lake Erie.

About 50,000 bus. of oats, or a third of its cargo, was thrown overboard from the steamer McLouth, Oct. 23, to release the boat from Gull Island reef in Lake Michigan.

The uniform B/L conference between representatives of the railroads and shippers, which was to have been held Nov. 8 at Chicago, has been postponed until December.

The Grand Trunk Ry. is said to have given notice to shippers that it will not accept any more grain via Georgian Bay ports for ocean delivery at Montreal before Nov. 15.

Tons of mail matter are received daily by the Interstate Commerce Commission since the new rate law went into effect. Action on many complaints necessarily will be delayed.

Discrimination in furnishing cars to shippers is the charge against the Baltimore & Ohio and Grafton & Billington railroads, on trial in the U. S. Court at Clarksburg, W. Va.

H. E. Agar, representing the Princeton Elevator Co., of Princeton, Ind., has purchased the steamer Lafayette and will use the boat in the corn trade on the Wabash and White Rivers.

The National Shippers League has been formed at New York by T. P. Giles of Richmond, Va., and others to urge congress to enact legislation placing a penalty on railroads for delaying shipments.

A loading record of 1,695 bus. a minute was made by the Canadian Pacific Elevator B at Fort William, Ont., Oct. 27, in pouring 108,000 bus. of wheat into the steamer Matthews in one hour and 57 minutes.

The new powers of the Interstate Commerce Commission, therefore, if properly exercised, will only strengthen the power of the state commissions, and better results are to be expected now from state commissions than in the past.—W. M. Barrow, Secy. Railroad Commission of Louisiana.

The record cargo of flaxseed was loaded into the steamer James Laughlin at the Great Northern Elevator, Superior, Wis., Oct. 26. The cargo amounted to

393,000 bus. Cargoes of 380,000 bus. of wheat were loaded recently by two steamers, the B. F. Jones at Duluth and the W. P. Snyder at Fort William.

The B. & O. R. R. has issued a tariff on grain effective Nov. 24, at and east of West Fairport, O., to Baltimore, Md.; rye and flaxseed, 4.7 export and 4.75 domestic; wheat, 4.7, export 5c domestic; corn, 4.2 and 4.5; barley, 4.3 and 4c; and oats, 3.3 cents per bu. export and 3 cents per bu. domestic.

How miserably the railroads have failed to provide sufficient new car equipment is shown by W. M. Prall, commissioner of the Pittsburgh Car Service Ass'n, a railroad official of experience, who states that "the railroads to-day are handling over 20 per cent more tonnage than ever was handled before in their history, with fewer cars in their service than were in their service in 1903 and 1904."

Secy. Moseley of the Interstate Commerce Commission has informed the Shippers & Receivers Ass'n of Cincinnati that the railroads would eliminate the 20 per cent penalty clause from the official classification regulations. Hitherto the lines in the central traffic ass'n have rigidly enforced this penalty on shippers who refuse to subscribe to the uniform B/L releasing the carriers from responsibility.

A railroad can not discriminate against any firm in the transfer of cars to a public switch, is the decision of Judge Wiggins at Chillicothe, O., recently in the suit by the Sterling Lumber Co. against the B. & O. Southwestern. The railroad company alleged that the lumber company owed \$12 charges, and had no right to have additional cars moved until the amount was paid. The court decided that even were the charges fair the road had other relief, and must move the cars.

Twenty-five cents per day is altogether too low a rental for the modern freight car. It is much more sensible to change the rate to meet changes in conditions than for the road that has invested large sums of money in new equipment to permit its patrons to suffer through an indefensible use of cars in interchange traffic. If the freight cars of the country are not so handled as to give the greatest possible service to the public not only do the railways lose money, but they lose caste, and the consequence will be an increase in that feeling of criticism and discontent that is so widespread and so threatening.—*Railway Age*.

The Clover Leaf has announced a thru rate on grain from St. Louis to the seaboard by way of Toledo of 18½ cents, effective until Jan. 1. The thru rate by way of Chicago being 20½ cents, the Clover Leaf's rate gives St. Louis and Toledo shippers an advantage over Chicago shippers in handling grain from the Missouri River of 2 cents a bu. The Wabash has announced proportional rates of grain from the Missouri River to Detroit and Toledo of 12¾ cents per 100 pounds on wheat and 11¾ cents on corn, to be in effect from Nov. 10 until Dec. 31. This new tariff will have the effect of making the same thru rates from the Missouri River to Toledo and beyond as are in effect by way of East St. Louis and the Clover Leaf. The Wabash in granting transit privileges at St. Louis or East St. Louis on the thru rate will permit St. Louis grain dealers to purchase grain on the Missouri, weigh, inspect and transfer it at St. Louis, and then recon-

sign it to eastern destinations on the thru Toledo combination.

Sellers Must Ship Within Specified Time.

In the case of J. W. Webb & Co. plaintiff, vs. J. Rosenbaum Grain Co., defendant, pending adjustment by the Arb'n. Com. of the Texas Grain Dealers Ass'n, we the said Com., find for the Dem. Rosenbaum Grain Co.

From the evidence submitted in this case, it appears that J. W. Webb & Co. sold to J. Rosenbaum Grain Co. a car of wheat and that Plf. when they saw they would be unable to make the shipment within the contract time, called up Def. by phone and asked for an extension of time. Def. told Plfs. that it would be agreeable for Plfs. to have B/L dated June 16 and accept the car of wheat on the contract if the car was shipped Monday or Tuesday.

The Plfs. have submitted no evidence to this Com. to show that the car was shipped under the time of the extension of the contract, and hence the Com. finds for the Def. J. Rosenbaum Grain Co., and the Secy. is hereby instructed by the Com. to return to the Def. the J. Rosenbaum Grain Co., its deposit fee in this case.

T. G. Moore,
E. R. Kolp,
Kent Barber, Com.

Attest:
H. B. Dorsey, Secy.

Shipper Must Stand Discount on Off-Grades.

In the case of Boone Kirk vs. the Home Grain Co., pending adjustment by the Arb'n. Com. of the Texas Grain Dealers Ass'n, we the Com., find for the Plf., Boone Kirk.

From the evidence submitted it appears that Def. sold to Plf. a quantity of oats for July shipment, to be No. 3 or better, basis Memphis weights and inspection; that two cars shipped to apply on this contract missed grade.

The Plf. therefore claims a forfeit of 1 1/10 cents a bus. on these two cars containing 2,700 bus. and submits evidence to show that the amount thus forfeited was the same as was agreed upon between Plf. and Def. on several cars, the shipment of which Def. had previously defaulted on.

The Com. therefore is of the opinion that the two cars shipped by the Def. which missed grade at Memphis, were not applicable on the contract and as a result Def. owe Plf. the amount of 1 1/10 cent per bu. on 2,700 bus. of oats contained in these cars, and amounting to \$29.70, which the Def. the Home Grain Co. is hereby ordered to promptly pay to Boone Kirk at Fort Worth, Tex., and the secy. is instructed to return to Plf., Boone Kirk, his deposit fee in this case.

T. G. Moore,
G. C. Mountcastle,
E. R. Kolp, Committee.

Attest:
H. B. Dorsey, Secy.



The Hand of the Law will Get John D. Himself Yet.—Minneapolis Journal.

Chicago Elevator Pool.

The "gentlemen's agreement" between the principal operators of public elevators at Chicago, was exposed at the recent hearing before the Interstate Commerce Commission. Copies of the agreement were furnished the state's attorney by John Hill, Jr., with a view to the indictment of the elevator companies if its provisions are unlawful, as alleged.

The agreement is a very voluminous document. All its provisions are directed to the accomplishment of a single purpose, to prevent the proprietor of one elevator from raiding the bins of another proprietor, for the purpose of transferring grain in such elevator to his own house. It is considered dishonorable for the proprietor of one elevator to draw grain out of an elevator operated by another firm and store it in his own house, thus depriving his competitor of the storage earnings to which he is considered justly entitled.

When grain for future delivery is worth considerably more than the spot article it is profitable for anyone, be he an elevator proprietor, a banker or speculator, to buy the cash grain of contract grade and store it in an elevator for future delivery. By storing in an elevator which is public and also regular under the rules of the Board of Trade, the speculator, investor or dealer, has the added advantage of being able to realize his profit by the immediate sale of options for the future delivery. Warehouse certificates for the grain so sold must be delivered the buyer on the month of the maturity of the option.

A grain elevator proprietor buying the future has the certificates delivered him and is then in position to demand of his competitor that he deliver the grain even tho he empty his house. The agreement prevented those who were a party to it from indulging in this sharp practice.

The parties to the agreement, made Mar. 2, 1906, were the Armour Elevator Co., Eltrs. A, B, B Annex, C, and F; Calumet Eltr. Co., Eltrs. C and B; Central Eltr. Co., Eltr. A; Keith & Co., C. & St. L. Eltr. and Annex; Harris, Scotten Co., National Eltr., City Eltr., Union Eltr. and Annex; Peavey Grain Co., Eltr. B; South Chicago Eltr. Co.; Eltr. C and Annex; J. Rosenbaum, R. I. Eltrs. A. and B.

The grains subject to the agreement were 11 contract grades of wheat, corn, oats, rye and flaxseed.

Each party agreed to pay 3-200 of a cent per bu. per day on all grain in store into a fund, those not guilty of transferring grain out of the elevator of another party, having their payment into the fund returned to them. The proprietor who transferred grain from the elevator of another into his own house forfeited his right to the 3-200 cent per bu. on the grain so transferred.

Daily reports of the grain in store in each elevator were made to W. S. Seaverns, who computed the amounts due from and payable to each house weekly and remitted the balances to the different firms.

The agreement was canceled Aug. 27 by mutual consent.

The payment of 3-200 per bu. represented about 60 per cent of the storage charges, earned after the first 10 days. A clause covered the possibility of transferring grain from a house in the agreement to one not included and thence into a house in the agreement, whereby the house drawing out grain in this round-

about manner was penalized the same as on grain transferred direct.

The agreement is not a pool in the sense that a house could stand empty and still participate in the earnings of all. Each firm was left free to compete for whatever grain was offering for storage, and could accept grain from any source. There was no division of the business and no sharing of the profits.

Its effect was to stimulate the elevator proprietors to get grain into their houses since the agreement assured them their elevator competitors would not disturb their earnings, and contributed to piling up the stock of wheat and other grain in Chicago elevators on which to base a large volume of transactions in future delivery. Moreover, it induced the elevator proprietors to keep their warehouse certificates in circulation, which has always been desired by the trade in general. With natural conditions against Chicago for several years, the amount of grain in store has fallen off, until it became necessary to resort to agreements similar to the foregoing, to protect them against "unfair" competition. The state's attorney will not indict the elevator proprietors for the agreement violates no law.

"Price Delivered" Being Asked Must Govern.

The Arbitration Comite of the Texas Grain Dirs Ass'n in the case of Hillsboro Grain & Eltr. Co. vs. R. N. Garrett Comisn Co. has found:

for the Plf. the Hillsboro Grain & Elevr. Co. The evidence submitted in this case shows that on April 7, Plf. wrote Def., requesting that Def. "wire us promptly Monday morning if you can confirm a car of good white corn bulk at 60c delivered here, and oblige, etc."

In answer to this telegram Def. wired Plf. on April 9, referring to Plfs. letter and offered one car two white corn at 61c, one car sacked 64c, one car shuck 58c few well, ship shuck today, balance this week subject to your immediate reply by telegraph.

In reply to the message Plf. wired Def., "can use one car Texas No. 2 white corn at 60c, about 600 bus., shipment this week."

In reply to this message, Def. wired Plf., "book one car No. 2 white corn 60c, will ship this week."

Since Plf. asked Def. for quotation on car corn delivered "here" (meaning Hillsboro of course), and a trade was consummated as a result of this inquiry, the Com. holds that it was not necessary for Plf. to furnish Def. with confirmation setting forth shipping instructions and that Def. should have understood what destination Plf. wished shipment made to.

Plf. submitted evidence showing that if Plf. bought a car of corn for account of Def., on April 28, to apply on this contract, at a price 5 1/4c per bu. above the price at which the corn was originally bought from Def., and ask for a judgment against the Def. for the amount of this excess, amounting to \$31.50 and expenses incident to the transaction, amounting to \$5.00.

The Com. awards to Plf. the amount of \$31.50, claimed for difference in price and orders that Def., the R. N. Garrett Com. Co., promptly pay to the Hillsboro Grain & Eltr. Co., at Hillsboro, Tex., the amount of this award, \$31.50, and the secy. is instructed to return to Plf., the Hillsboro G. & E. Co., its deposit in this case.

T. G. Moore,
E. R. Kolp,
G. C. Mountcastle.

Attest:
H. B. Dorsey, Secy. Committee.

The platinum points of the gasoline engine igniter will wear more evenly if the direction of the current is reversed by changing the wires leading to the igniter and the engine. On some engines one platinum point will be entirely corroded by the spark before the other has even shown wear. This applies especially to the make and break igniter.

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co. Limited

Head Office, Chicago, Ill.

SPEAR MAILING ENVELOPES

Will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made; costs no more than others.

WRITE FOR SAMPLES AND PRICES.

Heywood Mfg. Co., Minneapolis, Minn.

BEALL ROTATING CORN CLEANERS

Do Not Shake.

Do Not Waste Grain.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.

NO BACK PRESSURE

Saves Waste of Energy

Loss of Power



ALL STEEL

You Cannot Handle Fine Dust
With Back Pressure

THE KNICKERBOCKER CO.

JACKSON, MICHIGAN

Supreme Court Decisions

The bond of a surety company indemnifying an employer against the default of a servant is to be most strongly construed against the surety.—American Bonding Co., of Baltimore v. Morrow. Supreme Court of Arkansas. 96 S. W. 613.

Enforcing Arbitration.—Where a dispute is submitted to arbitration by a submission under Rev. Laws, c. 194, providing therefore, the award must be enforced by an independent proceeding in court.—Nay v. Boston & W. S. R. Co. Supreme Judicial Court of Massachusetts. 78 N. E. 547.

Where Freight Is Lost.—The carrier is liable to the consignee for its value at the time of the loss at the place of destination, and not for the credit price at which the consignee bought it.—Brown v. Northwestern R. Co. Supreme Court of North Carolina. 54 S. E. 829.

Notice to Agent.—Where a hired man's duty was limited to weighing and receiving corn purchased by his master from a tenant, the servant's knowledge as to where the corn was raised could not be imputed to his master.—King v. Rowlett. Kansas City Court of Appeals, Missouri. 96 S. W. 493.

Notice of Resale.—Formal notice of intention to resell a car of corn, wrongfully rejected by the purchaser, need not be given him by the seller; the resale being made to such purchaser.—Arkansas & Texas Grain Co. v. Young & Fresh Grain Co. Supreme Court of Arkansas. 96 S. W. 142.

A carrier contracting to carry a shipment to its destination, a point beyond its line, is liable for damages resulting from negligent delay in the transportation, whether the delay occurred on its own line or that of a connecting carrier, though the bill of lading restricted its liability to the consequences of its own acts.—Samuel Hardin Grain Co. v. Missouri Pacific Ry. Co. Kansas City Court of Appeals, Missouri. 96 S. W. 681.

Valuation of Shipment.—Where a shipper signed agreement that an express company should not be liable beyond the sum of \$50, and the freight paid was \$330, and the value of the shipment was \$2,000, there being no affirmative showing that the exemption was just and reasonable, the clause was void.—Murphy v. Wells-Fargo & Co. Supreme Court of Minnesota. 105 N. W. 1070.

Taxing a grain company on its real estate and other tangible property, on the amount of its average capital, and also on the grain contained in its elevators on the first day of April, is, to the extent of the grain so assessed, double taxation, from which, in a proper proceeding, the courts will grant relief.—Central Granaries Co. v. Lancaster County. Supreme Court of Nebraska. Oct. 18, 1906.

Tax on Average Capital.—Sec. 66 of Chapter 73 of the Laws of 1903 (Sec. 10, 465 of Cobby's Annotated Statutes), provides that grain brokers shall be assessed on the average amount of capital invested in the business for the preceding year, instead of on the amount of grain on hand on the first day of April.—Central Granaries Co. v. Lancaster County. Supreme Court of Nebraska. Oct. 18, 1906.

Notice of Assignment of Commission.—Where, after the making of a contract for the loading of certain vessels for foreign transportation, the charterer assigned all his interest in the commissions and profits to defendant bank, the latter was not bound to give notice of such assignment to complainant bank, which was furnishing grain for such adventure, of which fact defendant bank had knowledge.—Bank

of Yolo v. Bank of Woodland. Court of Appeal, Third District, California. 86 Pac. 820.

Landlord's Lien.—In an action by a landlord against the buyer of part of a crop of corn from the tenant, an instruction that if defendant knew at the time he purchased the corn so sold that it had been raised on premises rented from the plaintiff, and that the rent was unpaid, defendant was liable, otherwise not, was erroneous as requiring plaintiff to show that defendant knew that the corn was grown on plaintiff's premises.—King v. Rowlett. Kansas City Court of Appeals, Missouri. 96 S. W. 493.

Consignee of Grain Bankrupt.—Where a bankrupt consignee of grain, after the filing of a bankruptcy petition against him, redelivered the shipping receipts for the grain to the seller, the grain having been already delivered to the consignee by the carrier, such redelivery did not operate to reinvest the seller with the title, which had already become vested by operation of law in the bankrupt's trustee.—Grange Co. v. Farmers Union & Milling Co. Court of Appeal, Third District, California. 86 Pac. 614.

Delivery to Carrier.—Cars of coal which were loaded by the company at the mines and billed to the purchaser in its shipping orders to the railroad company in compliance with the contract, but which the railroad company refused to ship and appropriated to its own use under plea of necessity, are to be considered, as between the parties to the contract, as having been delivered to the purchaser in fulfillment of the contract.—Luhrig Coal Co. v. Jones & Adams Co. Circuit Court of Appeals, 6th Circuit. 141 Fed. 617.

Carriers Liability.—The responsibility of a common carrier for damage to shipments entrusted to it is primarily that expressed in the common law. The shipper may insist upon that responsibility, or he may consent to its limitation when he has been afforded option and opportunity of contracting, either in accordance with the common law rule, or with stipulated change, so long as such stipulation for exemption of the carrier is just and reasonable in the eye of the law. *Cau v. Texas & P. R. Co.*, 24 Sup. Ct. 663, followed.—Murphy v. Wells-Fargo & Co. Supreme Court of Minnesota. 108 N. W. 1070.

Advances on Crops.—Where, at the beginning of a course of dealing between a merchant and a planter, it was agreed between the parties that the merchant should, from time to time, make advances of money and goods to the planter to enable him to make crops of rice, and that the planter should deliver the rice as it was produced to the merchant, to be sold by him for the planter's account, and the proceeds of the sale applied to the payment of his indebtedness to the merchant, and the balance, if any, turned over to the planter, and that any balance in the merchant's favor, "after the close of said mutual dealings, was to be due and payable on demand," no right of action upon the account for a balance due thereon to the merchant accrued so long as the parties continued to deal with each other under this agreement.—Godley v. Hopkins. Supreme Court of Georgia. 54 S. E. 974.

Broker-Account Stated.—A broker bought stock for a customer pursuant to directions, and sold it at a profit. The amount the customer advanced and the profits were placed to his credit by the broker. Subsequently, the broker bought other stock for the customer, and placed dividends received thereon to his credit. Subsequently, the stock was sold at a loss. The customer claimed that he had no knowledge of the second purchase. The broker at the end of each month sent the customer a statement, showing the condition of the account. The customer claimed that he had no account with the broker, and that he was not indebted to him. Held, that the question whether there was a stated account, was for the jury. Where an account is rendered and retained without objection for an unreasonable length

of time, it becomes a stated account, and can only be assailed for fraud or mistake.—Little & Hays Inv. Co. v. Pigg. Court of Appeals of Kentucky. 96 S. W. 455.

Consideration for Extension of Time.—An order requesting E. to pay any balance that might be due the drawer on final settlement of certain shipments of grain, including charter commissions collected for the drawer's account, to defendant bank, though not negotiable, constituted a valid novation, as provided by Civ. Code, Secs. 1530-1532. Where the character of certain vessels executed an order requesting E. to pay any balance that might be due such character on final settlement, including charter commissions, to defendant bank, in consideration of a pre-existing debt owed by the charterer to the bank, the acceptance of such order by the bank operated as a conditional payment of a part of the drawer's debt, and as an extension of time of the payment thereof until the amount due to the drawer should be ascertained; and hence the order was based on a sufficient consideration.—Bank of Yolo v. Bank of Woodland. Court of Appeal, Third District of California. 86 Pac. 820.

Transfer of Title to Hay.—Charles P. Wheelock, a farmer, agreed to sell stacked hay to Starkweather & Daniels, for delivery at Plymouth, Mich. Mr. Daniels examined the stack, agreed on the price of \$7 per ton, and gave a check. Others were loading hay into cars for defendants at Plymouth, and Wheelock placed the hay in a car designated by the station agent, and it was loaded without plaintiff's knowledge, and billed by the station agent to a commission firm in New York. When unloaded on arrival the hay was found damaged. Wheelock brought suit for a balance due, and plaintiffs resisted on the ground that title to the hay had not been passed to them. In reversing the decision of the lower court the Supreme Court of Michigan recently said "The sole question is, whether it can be said as a matter of law that title to the hay passed before or at the time the hay was baled. It is clear that, if the contract was in other respects complete and the intention of the parties otherwise plain, the stipulation that the vendors should draw the baled hay to the cars would not of itself render the contract of sale executory." Plaintiff has been granted a new trial.—Wheelock v. Starkweather. Supreme Court of Michigan. 108 N. W. 1085.

Some grown-up infants cut their eye-teeth on a block of stock.

The falling off in the grain exports of Odessa is largely attributable to the reduction in the quantities of grain brought down from the wharves on the Dnieper River, due to the competition of Kherson, 92 miles east of Odessa. The above-mentioned 37,000,000 poods exported in 1906 from Odessa comprise about 10,000,000 poods (180,000 short tons) of grain brought to Odessa from the Dnieper and the Dniester, while, as a rule, the arrivals at Odessa of grain by water usually formed more than 50 per cent of the total grain exports shipped from Odessa.—Vice Consul A. W. Smith.

The East Indian Wheat Conference held at Liverpool Oct. 23 resolved that the East Indian wheat contracts of the London, Liverpool and Hull Corn Trade Ass'n should be identical and that all dirt, seeds, etc., up to 2¼ per cent, should be paid for by the seller at contract price of the wheat and at double that price beyond 2¼ per cent. That the wheat be assumed to contain 2 per cent barley and 1 or pulse and 1 or other feeding stuffs, and to be free from dirt, oilseeds and other extraneous matter. All barley, pulse or other feeding stuffs beyond the 2 per cent to be deemed one half of the value of wheat.

Cobs

Joseph Ralph Burton, former United States Senator from Kansas, began serving his 6-months sentence in the Iron-ton, Mo., prison on the evening of Oct. 22. His offense was accepting a fee from a St. Louis bucket-shop which feared the issuance of a fraud order against it by the post office.

James P. Riley, who is employed in the Great Northern Elevator at Superior, Wis., does not expect to die for a few years yet. He is alone in the world, and

does not wish to have his body carted to the poor farm. He recently arranged with an undertaker to provide a suitable funeral from \$500 of insurance money.

New York state is spending considerable money for the improvement of its roads and the good roads movement in Pennsylvania will probably be taken up by the state legislature. The Keystone state has 70,000 miles of roads whose improvement would mean a great deal to the farmers.

Bread, from growing wheat has been produced in 37 minutes in Worcestershire, England. The wheat was cut at 8:20, threshed by 8:25 and four min-

utes later being ground in the mill. By 8:37 the flour had been made into 12 small loaves and a cake which, after baking 13 minutes, were well done, it is said, and were being eaten at 8:57.

North Dakota papers have been publishing the following facetious warning: "Take Notice! Farmers will contribute \$25 to prosecute any farmer shipping wheat to Minneapolis, or delivery of wheat to any elevator that ships to same town." Why this boycott? Receipts have been running lighter at Minneapolis than at other markets; but the loss is believed to be due to causes other than the farmer's boycott.

OPPORTUNITIES

IN

SOUTH

DAKOTA

Along the railway extension between Chamberlain on the Missouri River and Rapid City in the Black Hills of South Dakota, the following towns have been opened: Reliance, Kennebec, Presho, Vivian, Draper, and Murdo Mackenzie, all of which are in a flourishing condition. The actual successes of new settlers in these towns recently have been wonderful. Ten more new towns will be opened as rapidly as the railway is completed.

Mobridge, in Walworth County, South Dakota, on another new line of this railway, has just been opened for settlement and promises a great future. It is located near Everts, Walworth County, S. D., just east of the crossing of the Missouri River in the famous Blue Blanket Valley.

These golden opportunities will not last much longer. Why not start in business now at one of these towns, where everything is new, where you will have an unusual chance for success?

Send two-cent stamp for map and descriptive book of South Dakota.

Low-rate excursions to South Dakota points every Tuesday during 1906.

F. A. MILLER

General Passenger Agent
CHICAGO

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

Nebraska Tax on Average Capital.

A late decision by the Supreme Court of Nebraska clearly defines the application of the law of 1903 providing that grain dealers shall be assessed on the average amount of capital invested in the business for the preceding year, instead of on the amount of grain on hand on Apr. 1.

The assessor of Lancaster county added \$10,000 to the assessment of the Central Granaries Co. to cover grain in the company's elevator at Lincoln. The company filed objections with the board of equalization. The objections were overruled, and the case was appealed to the district court. A decision against the company was followed by another appeal, this to the Supreme Court, which decided in favor of the grain company Oct. 18.

The Central Granaries Co. operates 50 elevators, mostly in Nebraska, and cleaning houses at Lincoln, Rulo and Holdrege. It buys no grain at Lincoln. The company's capital and surplus is \$420,000, representing all its property, of which \$83,265 was situated in and taxable in Lancaster county. The company contended that the \$10,000 worth of grain in its Lincoln elevator was grain in transit, purchased by or representing a part of the \$336,735 of capital located and used in counties other than Lancaster.

E. J. Herring of the Central Granaries Co., testified that the books of the company were furnished to the assessors in the different counties in which it operated elevators to enable them to calculate the amount of capital invested in the purchase of grain during the year, which was added to the value of the cribs, elevator, gasoline engine, horse power, bank account and other tangible property. Judge Barnes of the Supreme Court said:

"The law does not, in terms, provide for the taxation of both the average capital used by the broker in his grain business, and the grain purchased therewith, and such could not have been the intention of the legislature. The average capital used in the business evidently means the money used in buying grain, and all of the money so used. By taxing this average capital it makes no difference what amount of grain is on hand, on the first day of April. The average capital to-day may be represented by money; while to-morrow it may be invested in grain purchased and on hand.

"The law clearly implies that all of the tangible property except grain purchased and sold, must be taxed as such. And to hold that grain which he may happen to have on hand must be taxed in addition to the average capital used in its purchase, would render the words 'other tangible property assessed separately' meaningless.

"It appears that the reason given by the assessor for adding the \$10,000 in question to the appellant's schedule was that he was not satisfied that the appellant's average capital had been properly assessed in other counties thruout the state. Neither the assessor nor the board of equalization of Lancaster county has any power or jurisdiction to review the action of the assessors and boards of equalization of other counties. And when it was shown by appellant's evidence that it had listed its average capital in such outside counties and it was there assessed that fact raised the presumption that the taxing officers of

such counties had correctly performed their duty."

Books Received

SPEECHES at Banquet to G. D. N. A., at Chicago, on June 5, have been published in a neat pamphlet of 31 pages, by John F. Courcier, Secy., Toledo, O.

COMMERCE OF THE WORLD.—The growth of international trade, which has been greater since 1900 than in any decade, is shown by John J. MacFarlane in an 11-page pamphlet of statistics and charts, published by the Commercial Museum, Philadelphia, Pa.

WISCONSIN State Board of Agriculture's Annual Report for 1906 contains statistics of the annual state fair, the complete proceedings of the Board, the yields of all crops in each county two years ago, and the acreage in 1905 of each crop in each county. Cloth; 500 pages. John M. True, Secy., Madison, Wis.

PURE FOOD LAW.—In the Report of the Kentucky Agricultural Experiment Station to the Governor of Kentucky on the Enforcement of the Pure Food Law are condensed and tabulated a vast array of facts compiled from the records of inspection, analyses, examination and court data embracing every class of food. The total number of samples analyzed and the number found to be adulterated, was, in 1905, 570 and 207 respectively; in 1904, 508 and 145, and in 1903, 824 and 276. The text of the pure food law of Kentucky and the food standards agreed upon March 8 by the Interstate Food Commission are given. In the numerous analyses of shorts, oil meal, mixed feed, corn meal, mill feed and bran there are given the name of the dealer, name of product, name of manufacturer, the percentages of protein, fat and fiber. In one case the dealer admitted the feed he sold had been adulterated with corn cob meal. Out of 64 samples of feed analyzed 6 were found to be adulterated. Paper cover; 197 pages. Kentucky Agri. Exp. Sta., Lexington, Ky.

ROPP'S NEW CALCULATOR.—Ropp's New Commercial Calculator and Short Cut Arithmetic is a greatly improved, enlarged and thoroly revised edition of the Ropp Calculator, of which nearly 1,500,000 copies have been sold. The tables for wheat, beans and potatoes show the cost of wagon or carloads at 30c to \$1 per bu., also the number of bus. in a wagon load; the tables for corn, rye and flaxseed show the cost at 20 to 70c per bu.; the ear corn tables show the cost at 70 and 75 lbs. per bu.; the barley tables run from 30 to 50c, and the oats tables from 20 to 40c at 32 and 34 lbs. per bu. Reduction tables show the weight of ear corn, shelled corn, wheat, beans, rye, flaxseed, barley and oats in wagon loads and car loads, converted from pounds into bushels. After reduction to bus. the cost of car loads is reading the cost of all articles sold by the bu., pound, dozen, yard or gallon. The cost of grain, feed, flour, cotton and cattle is shown by the stock tables as sold by the hundredweight (cwt.) Other tables give the capacity of corn cribs, grain bins, freight rates on wheat, corn and oats, the cost of hay, feed and coal sold by the ton. The tables and rules for computing interest, commissions and insurance are very complete. The calculator is designed for dealers in grain, stock, cotton, lumber and produce, bankers and farmers. Its explanation of the

principles of arithmetic will enable every progressive mind to become an expert, sure and rapid calculator. The book contains 160 pages, 5½ x 9½ in., bound in moroccoline leather. Published by C. Ropp & Sons and sold by the Grain Dealers Journal. Price \$1.

Buyers Must Accept Purchases—Despite Declining Markets.

In the case of Early & Clement Grain Co., plaintiff, vs. Smith Bros. Grain Co., defendant, pending adjustment by the Arb. Com. of the Texas Grain Dealers Assn., we, the Com., find for the Plf., the Early & Clement Grain Co.

The evidence in the case shows that on Aug. 30 "that Def. wrote Plf. with reference to a car of oats, Plf. asked Def. to bid on, using the language, we couldn't pay over 33 1/3c per bus. here for these oats. Let us hear from you if you can accept this offer on the car." Plf. has shown this Com. that they, the Plf., wired the Def. on the same day Plf. received Def. letter accepting Def. offer.

Def. immediately wired Plf. that it Def. could not confirm the purchase on account of the market being lower. The Plf. submits evidence showing that it, the Plf., disposed of this car of oats to the best possible advantage at a price 1c per bus. less than Def. offered it, and ask judgment for this difference in price, amounting to \$12.48 and expenses amounting to \$2.80 incurred in making disposition of the oats for Defs. account.

After carefully considering the evidence in the case, the Com. is of the opinion that Def. made a bonafide offer on the car of oats in question and the Plf. accepted this offer, thus completing the contract. The Com. therefore finds for the Plf. in the sum of \$12.48 and the Def. Smith Bros. Grain Co. is hereby ordered to pay promptly to the Early & Clement Grain Co., at Waco, Tex., the amount of this award, \$12.48, and the secy. is instructed to return to Plf. Early & Clement Grain Co., their deposit fee in this case.

T. G. Moore,
G. C. Mountcastle,
E. R. Kolp, Com.

Attest:
H. B. Dorsey, Secy.

The Omaha Hearing by the Interstate Commission.

Interstate Commerce Commissioners Lane and Clark heard testimony on the grain elevator allowance at Omaha Oct. 24 and 25. It was shown that the Missouri Pacific has recently discontinued the payment of the 1¼c allowance to the Merriam & Holmquist Co.; that the Carvers-Von Dorn Elevator Co. is unable to collect the allowance from the railroads; that the switching charges at the terminal elevators of the Trans-Mississippi Grain Co. are absorbed by the outgoing roads; that the elevator companies at Omaha had discontinued the regulating of prices by telephone; that the Central Granaries Co. received the elevation allowance until last summer, and that the Updike Grain Co. was protected by the Union Stock Yards Co. in a contract, against free elevation by other roads.



Is the Farmer Holding?—J. F. Zahm & Co.'s Circular.

Elev. on I. C. Ry. at Colfax, Fletcher, Parnell, Fullerton.
Elev. on L. E. & W. at Holder.

J. E. HAWTHORNE GRAIN DEALER

Bloomington, Ill., Aug. 11, 1906.

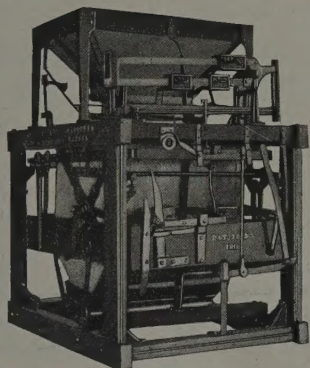
To whom it may concern,

About 3 years ago we installed a McLeod Bros. Automatic Scale in our elevator at Fletcher, Ill., we found it very satisfactory, and were so well pleased with the results that last fall we put another scale of the same make in our house at Colfax, Ill., also at Parnell, Ill., and this spring one at Fullerton, Ill.

We find that with the same care that a hopper scale requires we get very satisfactory weights, and the railroad pays our claims for loss of grain in transit as readily as they do over our hopper scales, and in fact have never questioned the authenticity of same.

Yours,

J. E. HAWTHORNE.



McLeod Automatic Scale Co., Peru, Ill.

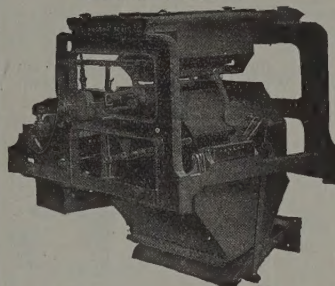
Price is Reasonable
Sold on Approval
Write for Particulars

You Can Tell Your Own Fortune
if you have

Richardson Automatic Scales

for they bring PROSPERITY
with them

Save Labor and Material
Send for PROOF!



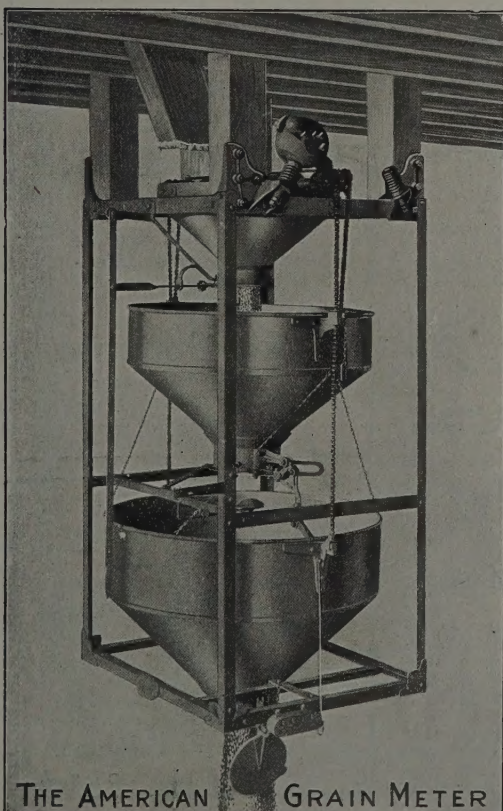
Think how this would look
at the head of your mill.
It WORKS better than
it looks.

Richardson Scale Company

13-21 Park Row, NEW YORK

122 Monroe Street, CHICAGO

311 Hennen Bldg., NEW ORLEANS



Is the AMERICAN GRAIN METER Accurate?

AFFIDAVIT

State of Ohio, } ss
Champaign Co., }

AMERICAN GRAIN METER
VS
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowler, at Bowler, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed. The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

T. G. Powers
weighmaster for J. L. Bowler, Champaign Co., Ohio.

Signed and sworn to before me this 16th day of June, 1906,
M. M. Rock Justice of the Peace
in and for Champaign Co.,

AMERICAN GRAIN METER

ACCURATE
RELIABLE
PRACTICAL

—Automatic Grain Weigher for the Country Elevators—

For further information address

AMERICAN GRAIN METER CO., Springfield, Ohio

Great Western Mfg. Co., Kansas City
Allen P. Ery & Co., . . . Omaha
Brown & Varney, . . . Cincinnati
Maheu & Coyle, . . . St. Louis, Mo.

J. R. Detweiler, . . . Chicago
Robert Craig, . . . Minneapolis
Wm. Robinson, . . . Des Moines
Thos. McFeely, . . . Philadelphia, Pa.

The Howe Scale Co. of Illinois, Cleveland, Ohio

THE AMERICAN GRAIN METER

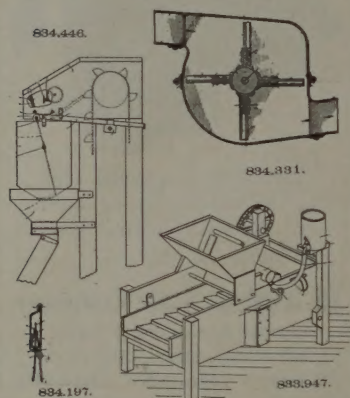
Patents Granted

Sparking Plug. No. 834,580. Jere G. Kingsbury, West Orange, N. J.

Spark Gap and Muffler. No. 834,054. A. E. Harrison, New York, N. Y., and C. M. Haslett, Jersey City, N. J.

Gas Engine Governor. No. 833,393. Edward R. Inman, Franklin, Pa., assignor to Producers Supply Co., Franklin.

Gas Engine. No. 834,566. Augusto Dina, West Hoboken, N. J., assignor to Alfred Adamson, Dobbs Ferry, N. Y.



Automatic Grain Weighing Device, No. 834,446. (see cut) Elling O. Berg, Madison, Minn. In the weighing hopper is pivoted a partition having at its upper portion a wheel engaged by a fixed cam plate. The wheel and cam-plate tend to hold the partition in either of its two extreme positions.

Smut Machine. No. 833,947. (see cut) Wm. H. Thompson, Fairmont, N. D. This machine is designed for the treatment of wheat and other seed with a liquid spray of chemicals to kill the smut. From the hopper the grain drops to a transversely vibrating sluice and is sprayed with the contents of the reservoir. The wet grain falls to the vibrating shoe and is discharged.

Car Seal. No. 834,197. (see cut) Ono B. Emerson, Waterville, Minn., assignor of $\frac{1}{2}$ to Frank W. Greene, Waterville. The seal is constructed of a single piece of metal having at one end a duplex head bent transversely upon itself to form a pocket, one portion of the head being dished to form the pocket cavity. Springs are disposed in the pocket, the piece of material having at its other end reversely bent lips adapted to enter the pocket and engage the interior springs.

Car Loader. No. 834,331. (see cut) Thomas J. Skillin, Oak Park, Ill., assignor to Skillin & Richards Mfg. Co., Chicago, Ill. The casing which contains the revoluble blades has two feed openings, an upper laterally inclined discharge passage and a lower laterally inclined discharge passage, the discharge passages being at opposite sides of the casing. Each feed opening has leading to it a pipe, over the outer end of which is a movable apertured damper plate to regulate the amount of material passing thru.

Test of a Patented Grain Door.

L. J. Mighell, grain dealer, at Lake City, Ia., is the inventor of a grain door upon which he was granted letters patent No. 823,735, June 19, and which he has submitted to practical test by shipments of grain to Chicago in cars equipped with his doors.

As unloaded at South Chicago Elevator D and elsewhere these tests have been uniformly successful, in demonstrating that his door has most of the qualifications necessary. Mr. Mighell's door permits no leakage of grain. It is strong. Its cost is moderate. It is so simple that the unloader will require practically no instructions to operate. The first discharge of the grain is the entire width of the door and to a height of 4 ft. It needs no more space to swing than is provided on the unloading platform of the most cramped situation.

Mr. Mighell's door is in two parts having no connection. The upper part is somewhat V-shaped, clamped by iron castings against the inside of the car, its lower edge fitting close inside the upper part of the lower door. The lower part of the door is made of two thicknesses of 1-inch boards, which fit between the door jambs closely, having but $\frac{3}{8}$ -inch clearance. Leakage of grain thru the clearance is prevented by steel plates, $\frac{3}{4}$ -in. thick, 4 inches wide, extending the full height of the lower door. These plates are pocketed in two recesses, one between the two thicknesses of the door and the other a rabbet about $\frac{3}{4}$ in deep, cut in the jamb. To keep the door from falling to the ground after opening it is held by two chains to the door posts. The door is retained in place in the loaded car only by the two plates in its sides, which work automatically. When the door is set in place these plates are automatically forced out into the rabbets. When the car is to be unloaded the door is forced upward and the plates drop back automatically from rabbet or groove and the door is pushed out by the grain.

The most recent test of Mr. Mighell's door was made at Chicago Oct. 27 when car No. 82,592 of the Northwestern road was unloaded at the elevator of J. J. Badenoch in the presence of A. J. Cota, division master mechanic of the C., B. & Q., F. C. Schultz, chief car inspector of the same road, Mr. Le Beau of the Board of Trade weighing department, and H. Riedesel, of Lanesboro, Ia., representing the inventor.

An elevator employe with a bar tried to raise the door by inserting the tool in the pocket provided, but failed. Another employe came to his assistance, and both tried for 15 minutes to raise the door by prying up the middle and the ends, but without effect, except to badly splinter the lower edge. A third man brot a 7-foot bar of the kind used by section hands to draw spikes out of ties, and by forcing its edge under the door and bringing his full weight on the other end the door finally was raised. Instead of opening instantly, as expected, the three men lost each 22 minutes time, and the grain door was so badly damaged that it needed repairs.

The failure of the side plates to recede into the door as intended by the inventor, in the opinion of those present, was due to oats with which the car was loaded, having worked into and filled up the recess behind them.

The elevator employes suggested that the holes for the insertion of their pinch bars shud be larger and that there shud be two holes, one near each door post.

Mr. Cota suggested that the metal plate at the top of the rabbet, against which the plate abutted when raised, be beveled inside, to assist the plate to recede.

The preceding successful tests had been made with loads of corn, the kernels of which were too large to work into the crack behind the plates.

Accurate grading on a scientific basis, whereby the designation of a certain grade will convey to the buyer an exact knowledge of the quality of the grain will have the effect of increasing the percentage of the crop sold by grade at the expense of the sample market.

The grain crops of France are estimated by the Bulletin des Halles as 352,485,000 bus. wheat, 49,659,000 bus. rye, 41,147,000 bus. barley, and 244,045,000 bus. oats; against 338,789,000 bus. wheat, 60,267,000 bus. rye, 42,873,000 bus. barley, and 282,246,000 bus. oats, in 1905.

A species of Indian corn has been developed that yields 150 bus. to the acre or more than twice the average of corn in Wisconsin. Professor Moore of the agricultural college of the University of Wisconsin, has after much experimenting brought this about and believes the corn to be adaptable to all states in the same latitude as Wisconsin.

YOUR COST FOR INSURANCE

on grain elevators and contents if written with the **Elevator Underwriters** will be the lowest you have ever obtained.

A Trial Policy

will convince you of the merits of this plan of insurance. For particulars address

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Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....\$5,450,000
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Admitted Ledger Assets.....\$16,478.59
Six Months' Assessment in course of collection, over.....25,000.00

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Fire and Lightning Cost for Current Year Only 80 per cent of the rate.

Tornado Cost for Past Five Years Only 50 per cent of the rate.

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OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

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Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers

MUTUAL FIRE INSURANCE CO.

of Lansing, Mich.

Assets \$1,800,000
Losses paid..... 1,500,000
Net cash assets..... 328,000

Millers Mutual Fire Insurance Association of Illinois, Alton, Ill.

Saved its members 55% of their rate of insurance last year, and added \$64,434.82 to its surplus. Are you one of their members? If not, you had better try them this year, and secure good insurance on your mill, elevator, grain warehouse or stock contained therein, and reduce your expense account.

Insurance in force.....\$8,987,542.00
Face value of notes.... 1,328,540.52
CASH ASSETS..... 273,728.37

For full particulars address

D. R. SPARKS, Pres. A. R. MCKINNEY, Sec.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

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SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

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Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - - \$4,341,881.00

Net Cash Surplus, - 759,569.00

STUDY THE THERMOMETER

Before Placing Grain Insurance Permanent or Short Term

At the same basis rate, it shows what the straight premium companies charge for a full year and the increase in percent for a few months, as compared with the cost in the

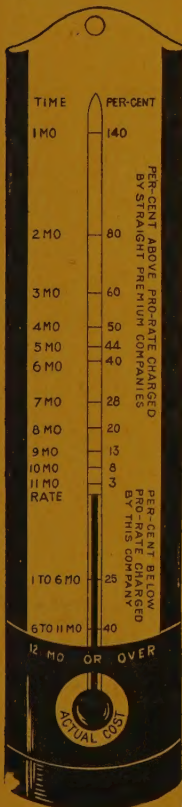


Insurance should be increased or decreased according to the value of the grain. This cannot be afforded when, for say only four months, the cost is 50 per cent above pro rata.

Necessary Insurance can surely be afforded at our charges, which are a considerable below pro rata. We make a definite charge per month on each \$1000, low enough to offset some of the losses due to the car shortage.

You will note that the cost for a full year is a larger per cent saving than short term. That is an argument to place all your insurance with us. For particulars write

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Highest Quality Long Fibre Manila Transmission Rope

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Our Ajax Rope is made from the finest selected "Cebu" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

Always Uniform In Size and Quality.

Some of the largest grain elevators in the world are equipped throughout with "Ajax" drives. Ask for sample combed out to show the strength and excellence of the fibre. There is absolutely nothing better.

Send for our 48-page "AJAX" Book and our Pamphlet on Rope Transmission. Made only by

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THE DUST AT YOUR ELEVATOR.
MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

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MODERN GRAIN ELEVATOR MACHINERY

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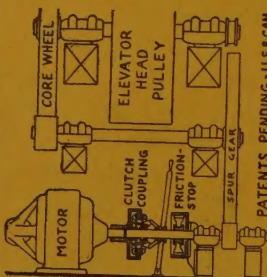


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will positively prevent leg from
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with a full load. Can be attached
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